



CITIZENS ADVISORY COMMITTEE

May 28, 2008
6:30 – 8:00 p.m.
McCloskey Room

Suggested Time

6:30 PM

- I. Call to Order
- II. Approval of Minutes:
 - A. April 23, 2008
- III. Communications from the Chair
- IV. Reports from Officers and/or Committees
- V. Reports from the MPO Staff
 - A. 3rd Quarter Progress Report
 - B. Unified Planning Work Program

6:45 PM

- VI. Old Business
 - A. Transportation Improvement Program FY 2009-2012
Recommendation Requested
 - B. SR 45/46 Bypass Project
 - C. Complete Streets Policy

7:45 PM

- VII. New Business
 - A. Transportation Improvement Program FY 2008-2011 Amendment
 - a. Downtown Transfer Facility
Recommendation Requested
- VIII. Communications from Committee Members (*non-agenda items*)
 - A. Topic Suggestions for future agendas
- IX. Upcoming Meetings
 - A. Policy Committee – June 13, 2008 at 1:30 p.m. (McCloskey Room)
 - B. Technical Advisory Committee – June 25, 2008 at 1:30 p.m. (McCloskey Room)
 - C. Citizens Advisory Committee – June 27, 2008 at 6:30 p.m. (McCloskey Room)

Adjournment



Bloomington/Monroe County Metropolitan Planning Organization
Citizens Advisory Committee

Citizens Advisory Committee Meeting Minutes
April 23, 2008 McCloskey Conference Room 135, City Hall

Citizens Advisory Committee Minutes are transcribed in a summarized outline manner. Audio recordings from the meeting are available in the Planning Department for full reference.

Attendance

Citizens Advisory Committee (Voting Members): Chair Jack Baker (McDoel Gardens NA), Vice-Chair Patrick Murray (Prospect Hill NA), Natalie Wrubel (League of Women Voters), Jerry Stasny (Old Northeast NA), Buff Brown (Bloomington Transportation Options for People), Ted Miller (citizen), Steve Forrest (citizen and patriot), Brian Allen (Old Northeast NA), Elizabeth Cox-Ash (McDoel Gardens NA), and Sarah Ryterband (Prospect Hill NA).

Others In Attendance (including Non-Voting CAC Members): Bill Hayden (Bloomington Bicycle Club), Brandon O'Leary (South Griffey NA), Ann Kreilkamp (Green Acres NA), Kevin Polk (Green Acres NA), Jacqui Bauer (Environmental Commission), Scott Truex (Ball State University), Scott Robinson (MPO staff), and Raymond Hess (MPO Staff).

I. Call to Order (~6:35PM)

II. Approval of Minutes

The minutes from the March 26, 2008 meeting were accepted by the CAC with minor corrections.

III. Communications from the Chair

Mr. Baker was not at the last meeting. Mr. Murray had no reports.

IV. Reports from the Officers and/or Committees

Mr. Scott Truex from Ball State University gave an overview of the work that can be done by students from Ball State University as part of the Community Based Project initiative. The students have successfully worked with other communities to help them get organized and develop a unified vision for a particular project. They do this through extensive public input by working with the local government entity, other stakeholders, the media, and various forms of technological input. Projects tend to be design focused and range in scope from comprehensive plans, greenways studies, new park designs, corridor studies, transit oriented development studies, neighborhood plans, historic preservation studies, and infill guidelines, among others. Mr. Truex explained that students can facilitate projects either through a charette-like project which tries to build community consensus on a particular project/problem or through a studio-like project which may be a specific landscape architecture project (though there is less assurance that a studio project will be sponsored by a faculty member). Mr. Baker encouraged CAC members to develop ideas that can be forwarded to Mr. Truex for his consideration.

V. Reports from the MPO Staff

Mr. Hess distributed and reviewed a memorandum on Safe Routes to School grant applications. The City of Bloomington would like to request \$100,000 for small scale



Bloomington/Monroe County Metropolitan Planning Organization
Citizens Advisory Committee

safety improvements (crosswalk striping, signage, traffic calming, etc.) at Summit, Childs, Jackson Creek, and Harmony School. Additionally, the Monroe County Community School Corporation would like to apply for \$75,000 in funding to develop Safe Routes to School Plans for University, Highland Park, Fairview, Tri-North, Arlington, and Binford/Roger/St. Charles. Mr. Brown motioned to recommend endorsement of both applications to the Policy Committee. Mr. Hayden seconded and the motion passed unanimously.

VI. Old Business

A. Complete Streets Policy

Mr. Baker indicated that due to time constraints, the Committee would reserve further discussion of this agenda item for the next meeting. Mr. Baker reviewed a newly drafted introduction which was identified as a need at the last meeting of the CAC. He encouraged Committee members to continue their consideration of this issue and email comments to his attention.

B. SR 45/46 Bypass

Mr. Baker reviewed previous comments from the Committee about the project which included improper design speed and outdated design. Ms. Kreilkamp asked about the feasibility of a sound wall along SR 45/46 Bypass shielding the Green Acres neighborhood from sound generated by increased traffic. It was suggested that INDOT would be responsible for including this in their project and that the project's study, which is likely outdated, indicated that a sound wall was not necessitated.

C. Unified Planning Work Program (UPWP) FY 2009 - 2010

Mr. Baker stated that the CAC is being asked to form a recommendation on the UPWP to the Policy Committee. Mr. Miller expressed appreciation for incorporation of his suggestion to include north/south connectivity into the North Campus Area Study (Element 202). Ms. Ryterband asked about the creation of a regional transportation authority and the MPO's relationship with the Central Indiana Regional Transportation Authority (CIRTA). Mr. Hess replied that MPO staff has established a relationship with CIRTA and will attend meetings on a regular basis. Mr. Brown recommended that the project descriptions for the North Campus Area Study and the West 2nd Street Feasibility Study (Element 202) include language requiring public involvement. Mr. Miller motioned to adopt the UPWP with Mr. Brown's recommendation. Mr. Murray seconded. The vote carried by a vote of the majority, with one abstention from Mr. Hayden.

D. Transportation Improvement Program (TIP) FY 2009-2012

Mr. Hess presented a draft of the TIP and explained that the Committee does not need to form a recommendation on this document until the next meeting. He also stated that the public comment period began on April 17th and ends on May 16th. The project tables distributed at past meetings, which have remained relatively unchanged, have now been incorporated into the draft document.



Bloomington/Monroe County Metropolitan Planning Organization
Citizens Advisory Committee

VII. New Business

There was no new business

VIII. Communications from Committee Members

Mr. Brown announced that there will be a presentation on May 20th in Council Chambers from 7pm to 9pm on Smart Growth and Natural Resource Protection.

VI. Upcoming Meetings

- A. Policy Committee – May 9, 2008 at 1:30 p.m. (McCloskey Room)
- B. Technical Advisory Committees – May 23, 2008 at 1:30 p.m. (McCloskey Room)
- C. Citizens Advisory Committee – May 28, 2008 at 6:30 p.m. (McCloskey Room)

Adjournment (~8:15 PM)

*These minutes were _____ by the CAC at their regular meeting held on May 28, 2008.
(RCH 5/28/2008)*

F.Y. 2008 Unified Planning Work Program Third Quarter Progress Report *January 1, 2008 – March 31, 2008*

Executive Summary

The Bloomington/Monroe County Metropolitan Planning Organization (MPO) is charged with implementation of the Fiscal Year 2008 Unified Planning Work Program (UPWP). The UPWP describes all planning activities that are anticipated in the MPO study area over the next programming year, and documents the work that will be performed with federal highway and transit planning funds. This progress report for the third quarter of the 2008 fiscal year covers activities accomplished between January 1 and March 31, 2008.

The most notable accomplishment of the Bloomington/Monroe County Metropolitan Planning Organization was the support role it played in the adoption of the Bloomington Bicycle and Pedestrian Transportation and Greenways System Plan. The support provided to the City in adoption of this Plan illustrates the MPO's commitment to foster alternative transportation in the urbanized area.

The MPO continued its commitment to engage the community through various committees and through the dissemination of information. MPO staff coordinated meetings of the Policy Committee, the Technical Advisory Committee, the Citizens Advisory Committee, and the Safe Routes to School Task Force. Additionally, MPO staff regularly participated in meetings of the Bloomington Bicycle and Pedestrian Safety Committee, the Monroe County Alternative Transportation and Greenways System Plan Technical Advisory Committee, City of Bloomington Projects Team meetings, and various other committees that are concerned with transportation planning in the MPO urbanized area.

MPO staff also performed core functions to ensure the continued operation of the MPO. Such tasks involved preparing quarterly billings for the second quarter of FY 2008 and providing project input and oversight.

Contract Service providers of the MPO provided invaluable services as well. Bloomington's Engineering Department conducted routine traffic counts, maintained permanent traffic count stations, analyzed and recorded road pavement conditions, and conducted work on the City's 10 year pavement schedule. The Town of Ellettsville performed traffic counts and worked on pavement management. Bloomington Transit began to collect rider surveys which will be used in the update to the Transit Development Program.

F.Y. 2008 Unified Planning Work Program Third Quarter Progress Report January 1, 2008 – March 31, 2008

Work Program Elements

#101 - Transportation Planning Coordination

This element includes activities associated with administering the MPO Policy Committee, the MPO Technical Advisory Committee, and daily MPO administrative activities with the Federal Highway Administration (FHWA) and the Indiana Department of Transportation (INDOT). Additionally, the MPO must develop and administer the Unified Planning Work Program (UPWP) which describes all planning activities and documents the work that will be performed with federal planning monies and local matching funds over the course of the fiscal year. The MPO and its staff must also administer FHWA and Federal Transit Administration (FTA) grants associated with the FY 2008 UPWP. Lastly, the MPO participates in monthly meetings of the statewide Indiana MPO Council.

During this quarter, the MPO accomplished the following tasks:

A. Intergovernmental Coordination:

- Coordinated Policy Committee meetings (minutes, packets, staff support at meetings):
 - January 11, 2008
 - March 7, 2008
- Coordinated Technical Advisory Committees (TAC) meetings (minutes, packets, staff support at meetings):
 - January 25, 2008
 - February 22, 2008
 - March 28, 2008
- Administered and managed MPO staff
- Managed a Rose-Hulman Institute of Technology student project on the feasibility of connecting N. Dunn St. across the railroad tracks.
- Participated in the Chamber of Commerce's East/West Corridor Study Team (3/24/08)
- Attended a Central Indiana Regional Transportation Authority meeting (2/20/08)
- Fostered interagency coordination with FHWA, INDOT, and local project partners
 - Met with INDOT's consultants concerning passenger rail (2/6/08)
 - Met with INDOT and Safe Routes to School awardees to facilitate contracting (1/7/08 & 2/7/08)
 - Continued coordination with INDOT concerning the SR 45 project
 - Grant coordination
 - Surface Transportation Program (STP);
 - Transportation Enhancement (TE);
 - Safe Routes To School (SRTS).

B. Unified Planning Work Program:

- Met with stakeholders to preliminarily discuss work elements (2/13/08)
- Drafted the self-certification review statement
- Drafted the cost allocation plan
- Draft tables for the UPWP's work elements were distributed for Committee review in February. A draft UPWP document was distributed for Committee review in March.

C. Planning Grant Administration

- Tracked MPO fiscal activities:
 - Tracked expenditures and receipts for the 2nd and 3rd quarters of F.Y. 2008
 - Produced F.Y. 2008 2nd Quarter Billings

D. Indiana Metropolitan Planning Organization Council

- Attended Indiana MPO Council Meetings:
 - January 24, 2008
 - February 28, 2008
 - March 27, 2008

#102 - Training and Professional Development

This element includes activities to continue development of MPO staff expertise through the attendance and participation in transportation related courses, seminars, and conferences, as well as the purchase of educational/reference materials, professional periodical subscriptions, and technical software training.

During this quarter, the MPO accomplished the following tasks:

A. Staff Training, Education, and Technical Needs

- Attended Indiana Road School (March 25-27, 2007)

#103 - Public Participation Coordination

This element includes activities to solicit citizen input into the transportation planning process through monthly meetings of the Citizens Advisory Committee (CAC). Additionally, the MPO is to maintain a website so that citizens, businesses, and other interested parties can download reports, data, updates, and other information related to the functions of the MPO. Lastly, the MPO must keep current its Public Participation Plan and the associated Citizens Guide to Transportation Planning so that citizens can become familiar with the workings of MPO activities, contacts, and resources.

During this quarter, the MPO accomplished the following tasks:

A. Citizens Advisory Committee:

- Coordinated Citizens Advisory Committee Meetings (minutes, packets, staff support at meetings):
 - January 23, 2008
 - February 27, 2008
 - March 26, 2008

B. Web Site Administration

- Managed the MPO web page
 - Posted materials related to MPO Committees (PC, TAC, CAC) meetings, agendas, and packets
 - Maintained the Alternative Transportation webpage
 - Posted plans and documents on the MPO's webpage as well as the documents clearinghouse webpage
 - Migrated information from e-Gov to the City's new webpage

C. Public Involvement Process

- Completed *"Moving Forward: A Citizens Guide to Transportation Planning"*

#201 - Transportation Improvement Program

This element includes activities to develop a Transportation Improvement Program (TIP) pursuant to U.S. Department of Transportation requirements which details all federal-aid projects. The MPO took measures to keep this document relevant and up-to-date. Staff also attended monthly meetings with representatives from various City of Bloomington departments for transportation project management coordination.

During this quarter, the MPO accomplished the following tasks:

-
- A. Transportation Improvement Program
 - Early coordination on TIP development was held with LPAs (2/5/08)
 - Drafted TIP tables and distributed to MPO committees in February and March
 - B. Project Coordination
 - Attended monthly meetings of the City of Bloomington's Projects Team
 - January 17, 2008
 - February 21, 2008
 - March 20, 2008

#202 – Annual Documents

This element includes activities to develop an annual crash report to help identify potentially high hazard intersections and corridors within the MPO study area. This report will be used to determine project locations that may be eligible for federal grants aimed at improving safety.

During this quarter, the MPO with the help of its contract service providers accomplished the following tasks:

- A. Annual Accident Report
 - Preliminary work and data collection began on the 2007 Crash Report

#203 – Short Range Transportation Studies

This element includes activities to complete the West 2nd Street Feasibility Study. This study began in FY 2007 to assess traffic congestion, access management, and lack of facilities for alternative modes of transportation.

During this quarter, the MPO with the help of its contract service providers accomplished the following tasks:

- A. West 2nd Street Feasibility Study
 - No tasks were accomplished with the West 2nd Street Feasibility Study

#301 – Long Range Transportation Plan

This element includes activities to maintain the Long Range Transportation Plan and the associated Travel Demand Model. The Travel Demand Model requires routine maintenance to reflect changes in land use, traffic volumes, and other pertinent data as well as changing transportation priorities at the local and State level. The Long Range Transportation Plan subsequently needs to be amended to reflect these priorities and all anticipated federal-aid transportation projects to be constructed within a 25 year horizon.

During this quarter, the MPO accomplished the following tasks:

- A. Travel Demand Model Maintenance
 - No tasks were accomplished with the Travel Demand Model.
- B. Long Range Plan Amendment
 - No tasks were accomplished with the Long Range Plan.

#302 - Intelligent Transportation Systems (ITS)

This element includes activities to evaluate and integrate a system of technologies to improve transportation efficiency, safety, and security known as Intelligent Transportation Systems (ITS). ITS is slated to improve safety, reduce congestion, improve mobility, enhance economic productivity, and save public investment dollars without negatively affecting the environment.

During this quarter, the MPO accomplished the following tasks:

- A. ITS Program Development and Implementation
 - Conducted interviews with ITS stakeholders (Bloomington Fire Dept., INDOT, BT, IU Campus Bus, Monroe County Emergency Management, Bloomington Engineering)

#401 - Vehicular Data Collection

This element includes activities to conduct vehicular volume counts within the Metropolitan Planning Area for arterial and collector streets on a rotational cycle. The counts will be conducted with assistance from the Bloomington Public Works Department, the Monroe County Highways Department, and the Town of Ellettsville Planning Department so that the MPO's functionally classified roadway network is completely covered.

During this quarter, the MPO with the help of its contract service providers accomplished the following tasks:

A. Traffic Volume Counting

- The City of Bloomington Engineering Department conducted thirty-six traffic counts and thirteen intersection turning movement counts as well as trained new employees on traffic counting methodologies.
- The Town of Ellettsville held traffic counting meetings.

#402 - Infrastructure Management

This element includes activities to perform work necessary to develop and maintain a comprehensive infrastructure management plan, with particular emphasis on pavement management. Ongoing assessment of current conditions for existing and new infrastructure is performed and recorded with assistance from the Monroe County Highways Department, Bloomington Public Works Department, and the Town of Ellettsville Planning Department.

During this quarter, the MPO with the help of its contract service providers accomplished the following tasks:

A. Infrastructure Management Plan

- The City of Bloomington Public Works Department worked on the 10 year pavement schedule and cartograph entry.
- The Town of Ellettsville provided oversight of infrastructure management.

#501 - Transit, Bicycle, and Pedestrian Data Collection

This element includes activities to prepare transit ridership data and bicycle and pedestrian volume counts. This information will aid in establishing annual passenger mile estimates for mass transit, will aid in estimating facilities that are under or over utilized, and will aid in the prioritization of capital improvements.

During this quarter, the MPO with the help of its contract service partners accomplished the following tasks:

A. Transit Ridership and Bicycle/Pedestrian Data Collection

- MPO staff conducted research on bicycle count infrastructure.
- Bloomington Transit conducted surveys and transit data collection.

#502 - Short Range Alternative Transportation Studies

This element includes activities to coordinate the Safe Routes to School Task (SRTS) Force so that local stakeholders can work cooperatively to generate project ideas and apply for SRTS funding. Additionally, MPO staff will promote and encourage bicycle and pedestrian activities as viable modes of transportation through continued cooperation with the Bicycle and Pedestrian Safety Commission. Lastly, Bloomington Transit with the assistance of a private consultant will create a new Transit Development Program (TDP) which will comprehensively analyze the operations of Bloomington Transit and provide recommendations for future improvements to transit.

During this quarter, the MPO with the help of its contract service partners accomplished the following tasks:

A. Safe Routes to School (SRTS) Program

- Coordinated SRTS Task Force and subcommittee meetings (minutes, packets, &/or staff support):
 - January 31, 2008

- February 7, 2008
- February 6, 2008
- February 22, 2008
- March 5, 2008
- March 6, 2008
- March 18, 2008
- March 28, 2008
- B. Bicycle and Pedestrian Project Coordination
 - Attended meetings and workshops of the Bicycle and Pedestrian Safety Commission:
 - January 7, 2008 (workshop)
 - February 4, 2008 (workshop)
 - February 18, 2008 (meeting)
 - March 3, 2008 (workshop)
 - March 17, 2008 (meeting)
 - Attended meetings of the Monroe County Alternative Transportation Technical Advisory Committee:
 - February 25, 2008
 - March 24, 2008 (Karst Greenway Workshop)
 - Held a Road I course for bicycle safety (3/11/08)
- C. Transit Development Program
 - Bloomington Transit conducted initial ridership surveys
 - Bloomington Transit RFP coordination (1/31/08)

#503 - Long Range Alternative Transportation Programs

This element includes activities to begin implementation of the SR37/I-69 Alternative Transportation Corridor Study which was produced in FY 2007 and provided design recommendations for bicycle and pedestrian facilities for interchanges and overpasses. Additionally, the MPO supports both the City of Bloomington and Monroe County Alternative Transportation and Greenways System Plans which detail the various community needs and improvements for alternative transportation. Lastly, the MPO must maintain the locally developed Coordinated Human Services Public Transportation Plan and evaluate how transit projects serve the needs of the elderly, persons with disabilities, and persons with low income.

During this quarter, the MPO accomplished the following tasks:

- A. Alternative Transportation Corridor Study
 - Met with Section 5 and INDOT to discuss incorporation of the Alternative Transportation Corridor Study (2/20/08)
- B. Bloomington Alternative Transportation and Greenways System Plan
 - Facilitated adoption of the Bloomington Bicycle and Pedestrian Transportation and Greenways System Plan
 - Presented the Plan to City Council (1/23/08 and 2/6/08)
 - Present the Plan to Plan Commission for final adoption (3/17/08)
- C. Coordinated Human Services Public Transit Plan
 - Attended the State's Coordinated Human Services Public Transit Plan meeting (2/6/08)
 - Facilitated Job Access and Reverse Commute Grant, New Freedom Grant, and 5310 Grant application submittals from Rural Transit.



Financial Status Report: Fiscal Year 2008

Quarterly Spending Summary												
Quarter	Q1 / FY 2008			Q2 / FY 2008			Q3 / FY 2008			Q4 / FY 2008		
Period	07/01/2007 - 09/30/2007			10/01/2007 - 12/31/2007			01/01/2008 - 03/31/2008			04/01/2008 - 06/30/2008		
Element #	Local	PL/FTA	Total	Local	PL/FTA	Total	Local	PL/FTA	Total	Local	PL/FTA	Total
101	\$ 4,013.97	\$ 16,055.89	\$ 20,069.87	\$ 3,651.44	\$ 14,605.75	\$ 18,257.18	\$ 5,194.98	\$ 20,779.93	\$ 25,974.91	\$ -	\$ -	\$ -
102	\$ 263.91	\$ 1,055.64	\$ 1,319.54	\$ 785.28	\$ 3,141.14	\$ 3,926.42	\$ 384.17	\$ 1,536.67	\$ 1,920.83	\$ -	\$ -	\$ -
103	\$ 578.77	\$ 2,315.07	\$ 2,893.83	\$ 537.76	\$ 2,151.02	\$ 2,688.78	\$ 959.61	\$ 3,838.43	\$ 4,798.04	\$ -	\$ -	\$ -
201	\$ 74.32	\$ 297.26	\$ 371.58	\$ 521.28	\$ 2,085.10	\$ 2,606.38	\$ 535.17	\$ 2,140.67	\$ 2,675.84	\$ -	\$ -	\$ -
202	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 139.90	\$ 559.61	\$ 699.51	\$ -	\$ -	\$ -
203	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5.36	\$ 21.44	\$ 26.80	\$ -	\$ -	\$ -
301	\$ -	\$ -	\$ -	\$ 12.29	\$ 49.15	\$ 61.44	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
302	\$ -	\$ -	\$ -	\$ 340.35	\$ 1,361.39	\$ 1,701.73	\$ 131.38	\$ 525.52	\$ 656.89	\$ -	\$ -	\$ -
401	\$ 1,521.30	\$ 6,085.18	\$ 7,606.48	\$ 1,098.98	\$ 4,395.93	\$ 5,494.91	\$ 1,754.46	\$ 7,017.82	\$ 8,772.28	\$ -	\$ -	\$ -
402	\$ 1,506.27	\$ 6,025.08	\$ 7,531.35	\$ 1,212.86	\$ 4,850.65	\$ 6,063.51	\$ 459.54	\$ 1,838.17	\$ 2,297.71	\$ -	\$ -	\$ -
501	\$ 87.55	\$ 350.22	\$ 437.77	\$ 322.57	\$ 1,290.28	\$ 1,612.85	\$ 278.33	\$ 1,113.32	\$ 1,391.65	\$ -	\$ -	\$ -
502	\$ 532.40	\$ 2,129.61	\$ 2,662.01	\$ 976.90	\$ 3,907.58	\$ 4,884.48	\$ 1,221.10	\$ 4,884.40	\$ 6,105.50	\$ -	\$ -	\$ -
503	\$ 4,283.38	\$ 17,133.50	\$ 21,416.88	\$ 937.50	\$ 3,750.02	\$ 4,687.52	\$ 93.56	\$ 374.23	\$ 374.23	\$ -	\$ -	\$ -
Total	\$ 12,861.86	\$ 51,447.45	\$ 64,309.32	\$ 10,397.00	\$ 41,588.00	\$ 51,985.00	\$ 11,157.55	\$ 44,630.20	\$ 55,787.75	\$ -	\$ -	\$ -

Fiscal Year Budget Summary												
Element #	Programmed Funds			Funds Expended To Date			Unspent Funds			Total Expenditures Ratio		
	Local	PL/FTA	Total	Local	PL/FTA	Total	Local	PL/FTA	Total	Expended	Unspent	
101	\$ 14,016.50	\$ 56,065.98	\$ 70,082.48	\$ 12,860.39	\$ 51,441.57	\$ 64,301.96	\$ 1,156.11	\$ 4,624.41	\$ 5,780.52	91.8%	8.2%	
102	\$ 3,118.17	\$ 12,472.67	\$ 15,590.84	\$ 1,433.36	\$ 5,733.44	\$ 7,166.80	\$ 1,684.81	\$ 6,739.23	\$ 8,424.04	46.0%	54.0%	
103	\$ 5,215.76	\$ 20,863.03	\$ 26,078.79	\$ 2,076.13	\$ 8,304.52	\$ 10,380.65	\$ 3,139.63	\$ 12,558.51	\$ 15,698.14	39.8%	60.2%	
201	\$ 3,982.18	\$ 15,928.70	\$ 19,910.88	\$ 1,130.76	\$ 4,523.03	\$ 5,653.79	\$ 2,851.42	\$ 11,405.67	\$ 14,257.09	28.4%	71.6%	
202	\$ 1,789.05	\$ 7,156.21	\$ 8,945.26	\$ 139.90	\$ 559.61	\$ 699.51	\$ 1,649.15	\$ 6,596.60	\$ 8,245.75	7.8%	92.2%	
203	\$ 4,279.77	\$ 17,119.10	\$ 21,398.87	\$ 5.36	\$ 21.44	\$ 26.80	\$ 4,274.41	\$ 17,097.66	\$ 21,372.07	0.1%	99.9%	
301	\$ 5,109.52	\$ 20,438.08	\$ 25,547.60	\$ 12.29	\$ 49.15	\$ 61.44	\$ 5,097.23	\$ 20,388.93	\$ 25,486.16	0.2%	99.8%	
302	\$ 638.82	\$ 2,555.27	\$ 3,194.09	\$ 471.73	\$ 1,886.90	\$ 2,358.63	\$ 167.09	\$ 668.37	\$ 835.46	73.8%	26.2%	
401	\$ 10,744.14	\$ 42,976.61	\$ 53,720.75	\$ 4,374.73	\$ 17,498.94	\$ 21,873.67	\$ 6,369.41	\$ 25,477.67	\$ 31,847.08	40.7%	59.3%	
402	\$ 5,200.00	\$ 20,800.00	\$ 26,000.00	\$ 3,178.47	\$ 12,713.90	\$ 15,892.37	\$ 2,021.53	\$ 8,086.10	\$ 10,107.63	61.1%	38.9%	
501	\$ 2,752.94	\$ 11,011.76	\$ 13,764.70	\$ 688.45	\$ 2,753.82	\$ 3,442.27	\$ 2,064.49	\$ 8,257.94	\$ 10,322.43	25.0%	75.0%	
502	\$ 13,662.42	\$ 54,649.66	\$ 68,312.08	\$ 2,730.40	\$ 10,921.59	\$ 13,651.98	\$ 10,932.02	\$ 43,728.07	\$ 54,660.10	20.0%	80.0%	
503	\$ 5,294.85	\$ 21,179.39	\$ 26,474.24	\$ 5,314.44	\$ 21,257.75	\$ 26,572.19	\$ (19.59)	\$ (78.36)	\$ (97.95)	100.4%	-0.4%	
Total	\$ 75,804.12	\$ 303,216.46	\$ 379,020.58	\$ 34,416.41	\$ 137,665.65	\$ 172,082.07	\$ 41,387.71	\$ 165,550.81	\$ 206,938.51	45.4%	54.6%	

MEMORANDUM



To: Citizens Advisory Committee Members

From: Raymond Hess, AICP
Senior Transportation Planner

Date: May 21, 2008

Re: Transportation Improvement Program FY 2009-2012

Background

Draft tables to be included in the Transportation Improvement Program FY 2009-2012 (TIP) were presented to the Citizens Advisory Committee at their February 27th and March 26th meetings. A complete first draft of the TIP was presented to the CAC at the April 23rd meeting.

Public Comment

The thirty day public comment period for the TIP ran from April 17th to May 16th. Thirteen comments were received in support of the Fullerton Pike project. These comments have been compiled and are attached to this memo.

Changes

The changes from the first complete draft to the draft currently available are as follows:

- The Fiscal Year 2008 Listing of Obligated Projects (page 6): The authorized federal funding amounts for the Rogers Street and Country Club Drive project and the 17th Street and Fee Lane project were updated. A line was also added at the end of the table to show the MPO's expenditures related to the Change Order Reserve.
- INDOT's SR 45/46 Resurfacing project between Kinser Pike and Monroe Street (page 11): This project was broken out of the overall bypass project (page 10) and is now a separate stand-alone project.
- Bloomington's Jackson Creek Trail Project (page 30): The image was updated.
- Bloomington Transit's Downtown Transfer Facility (page 45): The project costs and associated summary tables were updated.

Recommendation Requested

MPO staff requests a positive recommendation from the Technical Advisory Committee to the Policy Committee on the Transportation Improvement Program FY 2009-2012.

TRANSPORTATION IMPROVEMENT PROGRAM FY 2009-2012

Public Comment Compilation

April 17, 2008 – May 16, 2008

Note: Duplicate messages with identical content from the same sender but addressed to different addressees were omitted from this compilation.

From: Christy Gillenwater [mailto:cgillenwater@chamberbloomington.org]

Sent: Thursday, May 15, 2008 10:15 AM

To: undisclosed-recipients;

Subject: Advocacy Issue - Please Help Today!

Importance: High

Dear Chamber Board, Chamber Advocacy Council and East/West Traffic Team Members and Legislative Council Members:

We need your help today! Please take a few minutes to read this e-mail and take action today! The Bloomington/Monroe County Metropolitan Planning Organization (MPO) is in its planning phase for the next issuance of the Transportation Improvement Program (TIP), the short-term capital improvement plan which identifies and prioritizes transportation projects to be implemented in the next four years.

As stated in our 2007 Infrastructure Task Force report, investment in East/West thoroughfares is a necessary requirement as our community continues to grow and local leaders should give high priority to their development.

The Chamber has recently launched an East/West Traffic Team to identify improvement plans for our East/West thoroughfares. We have coordinated a group of members who are affected by this element of our infrastructure, and have been working with City and County planning officials with a combined effort to see that these proposed projects are in place, funded, and will receive the necessary attention to be carried out. The Fullerton Pike Project, in particular, was presented to the group by Bill Williams, Monroe County Highway Director. The proposed project will provide for a southern east/west route through our community. We also discussed this project during the Chamber Advocacy Council meeting yesterday and the group agreed that we should send a note to all of you asking for your help on this is critical project for our community; noting that our investment in East/West thoroughfares will play a vital role in our economic vitality.

This project is listed in the current TIP, but there is concern that it may be omitted from the next TIP - which is currently being formulated. The elimination from the TIP means the project would not receive the necessary MPO (Bloomington/Monroe County Metropolitan Planning Organization) designation number that is essential to move the project forward to the design phase.

The public input process for the MPO expires today at 5 p.m., and we are urging our key volunteers to please send a short email in support of this project to Raymond Hess, City Senior Transportation Planner, at Hessr@bloomington.in.gov, and to Josh Desmond, Assistant Planning Director, desmondj@bloomington.in.gov. Our urgent action is crucial in providing the necessary support for this project. In your email, please ask that the Fullerton Pike Project be included in the TIP and assigned an MPO designation number. This project is an important east/west corridor project and one that will improve our infrastructure and access to key destinations in the community.

Please send me a quick note that you sent an e-mail out on this issue! Thank you for your support in this important advocacy issue!

Regards,
Christy

Christy Gillenwater
President & C.E.O.
The Greater Bloomington Chamber of Commerce
400 W. 7th Street, Ste. 102
Bloomington, IN 47404
Phone: (812) 336-6381
Fax: (812) 336-0651

BETTER BUSINESS. BETTER COMMUNITY.

From: Shelton, Jim [mailto:jim.shelton@tsc.com]
Sent: Thursday, May 15, 2008 10:39 AM
To: Hess, Raymond; Desmond, Josh
Cc: Christy Gillenwater
Subject: Fullerton Pike Project

Gentlemen:

I am writing in support of the Fullerton Pike Project. I believe that this project is critical to our community and that our investment in East/West thoroughfares will play a vital role in our future economic vitality.

I urge that this project remain in the Transportation Improvement Program (TIP) and be assigned an MPO designation number.

Thank you,

Jim Shelton
President, Chamber Advocacy Council

Jim Shelton jim.shelton@tsc.com
Technology Service Corporation
Voice: (812) 245-8030
Fax: (812) 245-0080

From: Steve Smith [mailto:slsmith@snainc.com]
Sent: Thursday, May 15, 2008 10:39 AM
To: Hess, Raymond; desmond@bloomington.in.gov
Subject: Fullerton Pike

Ray and Josh,

I want to express my support to include the Fullerton Pike project across the southern edge of the community in the TIP and that it is assigned an MPO designation number. Fullerton Pike will provide a very critical link/component to effective movement of traffic in our community. It is time to begin planning and design for eventual connection from SR 45 on the west to Sare Road on the east.

Steve Smith P.E.
President

Smith Neubecker & Assoc., Inc.

From: Lee Carmichael [mailto:lcarmichael@weddlebros.com]
Sent: Thursday, May 15, 2008 10:49 AM
To: Hess, Raymond
Subject: Input on MPO

Dear Mr. Hess,

This email is being sent in support of continuing to include the Fullerton Pike Project as a Southern East/West corridor in the next issuance of the Transportation Improvement Program and identify this project as a priority in this capital improvement plan.

Thank you for your consideration of my support.

Lee E. Carmichael

From: Alisa Wright [mailto:Alisa.Wright@bioc.us]
Sent: Thursday, May 15, 2008 11:23 AM
To: Hess, Raymond; Desmond, Josh
Subject: Fullerton Pike Project

Hello Raymond and Josh,

I urge you to support the inclusion of the Fullerton Pike Project within TIP and the assignment of the MPO designation number. This project is an important east/west corridor project and one that will improve our infrastructure and access to key destinations in the community. As a west-sider, I could and would utilize the services of the businesses offered by the east side of town if getting there were not so difficult. On occasion, I am able to travel to Indianapolis and Bedford faster than I can get across to the east side of Bloomington.

Thank you for your consideration,
Alisa

Alisa Wright
CEO
BioConvergence LLC
4320 West Zenith Drive, Bloomington, IN 47404
P: 812.961.1701 / CP: 812.361.7326 / F: 812.961.1733
alisa.wright@bioc.us / www.bioc.us

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From: Lon Stevens [mailto:lstevens@peoples-bank.com]
Sent: Thursday, May 15, 2008 11:44 AM

To: Hess, Raymond
Subject: tip

Please do not eliminate the Fullerton Pike project from the TIP.

Lon Stevens
President
The Peoples State Bank
876-2228 Ext 12

~~~~~  
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<http://www.peoples-bank.com>

---

**From:** Davidson, Scot [mailto:DavidsoS@MonroeBank.com]  
**Sent:** Thursday, May 15, 2008 11:59 AM  
**To:** Hess, Raymond  
**Subject:** Fullerton Pike Project

Hello Mr. Hess:

I am writing you to ask for your support for including the Fullerton Pike Project in the TIP and assign the project an MPO designation number. I have been a resident living on the south side of Bloomington since 1976. I currently live off of Rogers St. in the Country Club Hills neighborhood. This planned road improvement is extremely important to the long term viability of the south side of Bloomington. An infrastructure improvement such as this is needed.

Thank you in advance for your consideration.

Scot Davidson

**Scot Davidson**  
**SVP, Retail Services**  
**Monroe Bank**  
**Tel: (812) 331-3580**  
**Fax: (812) 331-3445**  
[davidsos@monroebank.com](mailto:davidsos@monroebank.com)

---

**From:** Murphy, Jim [mailto:jmurphy@CFCIncorporated.com]  
**Sent:** Thursday, May 15, 2008 12:15 PM

**To:** Hess, Raymond  
**Subject:** MPO/ Fullerton Pike Project / TIP

Mr. Hess,

I am sending this email with my recommendation that the Fullerton Pike Project be included in the TIP and assigned an MPO designation number. This project is an important east/west corridor project and one that will improve our infrastructure and access to key destinations in the community.

Thanks for your consideration,

*Jim*

*Jim Murphy  
CFC, Inc.  
President*

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CFC, Inc. P.O. Box 729 Bloomington, IN 47402-0729

---

**From:** Peterson, Dan [mailto:Dan.Peterson@CookGroup.com]  
**Sent:** Thursday, May 15, 2008 12:39 PM  
**To:** Hess, Raymond; Desmond, Josh  
**Subject:** Fullerton Pike East/West Corridor

Raymond and Josh,

Just wanting to express our support for continuing to look at the Fullerton Pike project as part of the Transportation Improvement Program (with resulting MPO designation) as it is important to provide effective east/west access for our community. I encourage the you to keep this project possiblity moving forward in the deliberations and good work to keep our community strong.

Thanks for your efforts,

Dan

Dan Peterson  
Vice President Industry & Government Affairs  
Cook Group Incorporated

**PRIVILEGED AND CONFIDENTIAL**

---

**From:** David Sabbagh [mailto:ldsabbagh@stampflicpa.com]  
**Sent:** Thursday, May 15, 2008 12:49 PM  
**To:** Hess, Raymond; Desmond, Josh  
**Cc:** Micuda, Tom; cgillenwater@chamberbloomington.org  
**Subject:** infrastructure

Gentlemen,

As stated in the Chamber's 2007 Infrastructure Task Force report, investment in East/West thoroughfares is a necessary requirement as our community continues to grow and local leaders should give high priority to their development.

The Chamber has recently launched an East/West Traffic Team to identify improvement plans for our East/West thoroughfares. We have coordinated a group of members, and have been working with City and County planning officials with a combined effort to see that these proposed projects are in place, funded, and will receive the necessary attention to be carried out. The Fullerton Pike Project, in particular, was presented to the group by Bill Williams, Monroe County Highway Director. The proposed project will provide for a southern east/west route through our community. This is critical project for our community; noting that our investment in East/West thoroughfares will play a vital role in our economic vitality.

This project is listed in the current TIP, but there is concern that it may be omitted from the next TIP - which is currently being formulated. The elimination from the TIP means the project would not receive the necessary MPO (Bloomington/Monroe County Metropolitan Planning Organization) designation number that is essential to move the project forward to the design phase.

It is crucial that the Fullerton Pike Project be included in the TIP and assigned an MPO designation number. This project is an important east/west corridor project and one that will improve our infrastructure and access to key destinations in the community.

Thank you,

David



|                                                                                                                                                                                                                                                                                       |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| P.O. Box 3303<br>Bloomington, IN 47402<br>tel: (812) 339 5500 <br>LDSabbagh@stampflicpa.com mobile: (812) 360-6938  |
| <a href="#">Want a signature like this?</a>                                                                                                                                                                                                                                           |

---

**From:** Crain, Mark [mailto:MCrain@bloomingtonhospital.org]  
**Sent:** Thursday, May 15, 2008 1:23 PM  
**To:** Hess, Raymond  
**Subject:** Comment for Bloomington/Monroe County Metropolitan Planning Organization

I am writing to urge the inclusion of the Fullerton Pike Project in the Transportation Improvement Plan and subsequently attain a designation number from the Bloomington/Monroe County Metropolitan Planning Organization.

Mark Crain

**Mark Crain**  
Vice President, Support Services  
Bloomington Hospital

601 West Second Street  
Bloomington, IN 47403  
PO Box 1149  
Bloomington, IN 47402

t 812.353.9880  
f 812.353.9339

Please note that my e-mail address has changed to: [mcrain@bloomingtonhospital.org](mailto:mcrain@bloomingtonhospital.org)

[mcrain@bloomingtonhospital.org](mailto:mcrain@bloomingtonhospital.org)  
[bloomingtonhospital.org](http://bloomingtonhospital.org)

---

**From:** berry payton [mailto:berry@ayms.com]  
**Sent:** Thursday, May 15, 2008 1:42 PM  
**To:** Hess, Raymond  
**Cc:** Desmond, Josh  
**Subject:** the Fullerton Pike Project

Raymond Hess, Josh Desmond

My name is Berry Payton owner of Mortgage Solutions located at 1840 South Walnut Street Bloomington. I am a member of the Chamber of Commerce Advocacy committee and a local business man here in Bloomington. I would like to invite you to consider including the Fullerton Pike Project be in the TIP and assigned an MPO designation number. Many local business men and woman feel that This project is very important to the east/west corridor project and one that will improve our infrastructure and access to key destinations in the community.

Thank you for your time and consideration

***Berry Payton***

***Mortgage Solutions Inc.***

***Building our Business One satisfied Client at a time***

***Phone: 336-8888 Fax : 336-8884***

***web: [www.ayms.com](http://www.ayms.com)***



***Berry Payton***  
***Owner/President***

-----Original Message-----

From: (Simon) [mailto:[simonll@comcast.net](mailto:simonll@comcast.net)]

Sent: Thursday, May 15, 2008 3:53 PM

To: Hess, Raymond

Subject: FW: Fullerton Pike Project

--

> Hi

>

> Bloomington has been my home for more than 30 years. During this period, our  
> community has struggled with the difficulties of driving from the east side to  
> the west. At times, solutions have been discussed, but little was done to solve  
> the problem. At this point, there are inherent difficulties finding a solution  
> that leads through the middle of town. However, it is not yet too late to plan  
> for an east-west route in the south.

>

> I urge you to put the Fullerton Pike project into the MPO (Metropolitan Planning  
> Organization), and assign it an MPO designation number. My understanding is that  
> this will allow planning for this project to move forward.

>

> Thanks.

>

> --

> Linda L Simon

> 3206 Coppertree Drive

> Bloomington, IN 47401

# **Transportation Improvement Program**

**Fiscal Years 2009 through 2012**

***Draft***

**May 21, 2008**



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## Introduction

The Transportation Improvement Program (TIP) is a strategic capital planning document used by the Bloomington/Monroe County Metropolitan Planning Organization (MPO) to program funding for transportation projects. Pursuant to the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the TIP must include at least four fiscal years, and is updated annually. The TIP includes the list of priority projects to be carried out in each of the four years indicated in the document. The TIP must be consistent with the *2030 Long Range Transportation Plan*, the *Transit Development Plan*, and other planning studies developed by the Bloomington/Monroe County MPO and its local stakeholders.

### ***Applicability***

The TIP is a multi-modal capital budgeting tool that specifies an implementation timetable, funding sources, and responsible agencies for transportation related projects. Projects come from any one of the following six implementing agencies (refer to page 51 for a map of the MPO's urbanized area boundary):

- The Indiana Department of Transportation\*
- Monroe County\*
- City of Bloomington
- Town of Ellettsville
- Bloomington Public Transportation Corporation (Bloomington Transit)
- Rural Transit\*
- Indiana University Campus Bus
- Monroe County Community School Corporation\*
- Richland-Bean Blossom Community School Corporation\*

*\*Note: These agencies service an area larger than the MPO's urbanized area and may have capital projects that use federal funding which are not reflected in this document.*

### ***Air Quality***

The MPO, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) must all determine that new, or amended, TIP documents conform with the State's Air Quality Plan's purpose of attaining the National Ambient Air Quality Standards (NAAQS). The only exception is for amendments involving projects explicitly exempted by the U.S. Environmental Protection Agency's (EPA) conformity regulation. The Bloomington/Monroe County MPO is exempt from the air quality requirements because it has not been designated as a non-attainment area.

### ***Fiscal Constraint***

The TIP must be financially constrained by year and include only those projects for which funding has been identified - using current, or reasonably available, revenue sources. The financial plan in the TIP is developed by the MPO in cooperation with the State of Indiana and area transit operators. In order to enable the MPO to conduct adequate financial planning, both the state and transit operators provide the MPO with information early in the TIP development process. The information provided by these groups concerns the likely amount of Federal and State funding available to the MPO.

### ***Year of Implementation Dollars***

SAFETEA-LU mandates that the TIP reflect project costs in year of implementation dollars. By doing so, projects should anticipate less unforeseen cost over-runs which could jeopardize project implementation. Consequently, a four percent (4%) inflation factor was applied to all phases of all local projects identified in the TIP (FY 2009 was used as the base year). This inflation rate was agreed upon by local project implementing agencies.

### ***Amendment Process***

The TIP may be modified at any time, provided that appropriate public involvement occurs. However, minor TIP amendments may, unless specifically required by the MPO's Public Participation Plan, be made without public involvement. Additionally, projects may be advanced from future years to current years, without a TIP amendment so long as each year of the TIP cycle remains fiscally constrained. The TIP must be approved by the MPO and the Governor of the State of Indiana. A conformity determination must also be made by the FHWA and the FTA. Once approved, the TIP then becomes, without modification, part of the Statewide Transportation Improvement Program (STIP). The frequency and cycle for updating the TIP should be compatible with that of the STIP.

### ***Project Selection***

Projects listed in the TIP typically originate in the Long Range Transportation Plan (LRTP) developed by the MPO in cooperation with the respective implementing agencies involved in the planning process. These implementing agencies then carry out the transportation plan's specific elements in the TIP. As a result, the TIP serves as a strategic management tool that accomplishes the objectives of the MPO transportation plan.

Project prioritization is an important element of the TIP, especially since the demand for Federal-aid transportation projects usually exceeds the level of Federal funds available for use. State highway projects in the TIP have been prioritized by the Indiana Department of Transportation. Local Federal-aid highway improvement projects programmed by the City of Bloomington, Monroe County and the Town of Ellettsville have been prioritized according to resource availability. Highway improvement projects in the MPO's urbanized area may be prioritized based on the following general hierarchy:

1. Unfunded capital projects that have been programmed and are ready for contract letting;
2. Capital projects programmed for construction that will be ready for contract letting in the immediate future;
3. Projects involving traffic operation or system management improvements;
4. Projects programmed for right-of-way acquisition, and
5. Projects programmed for preliminary engineering and/or advanced studies.

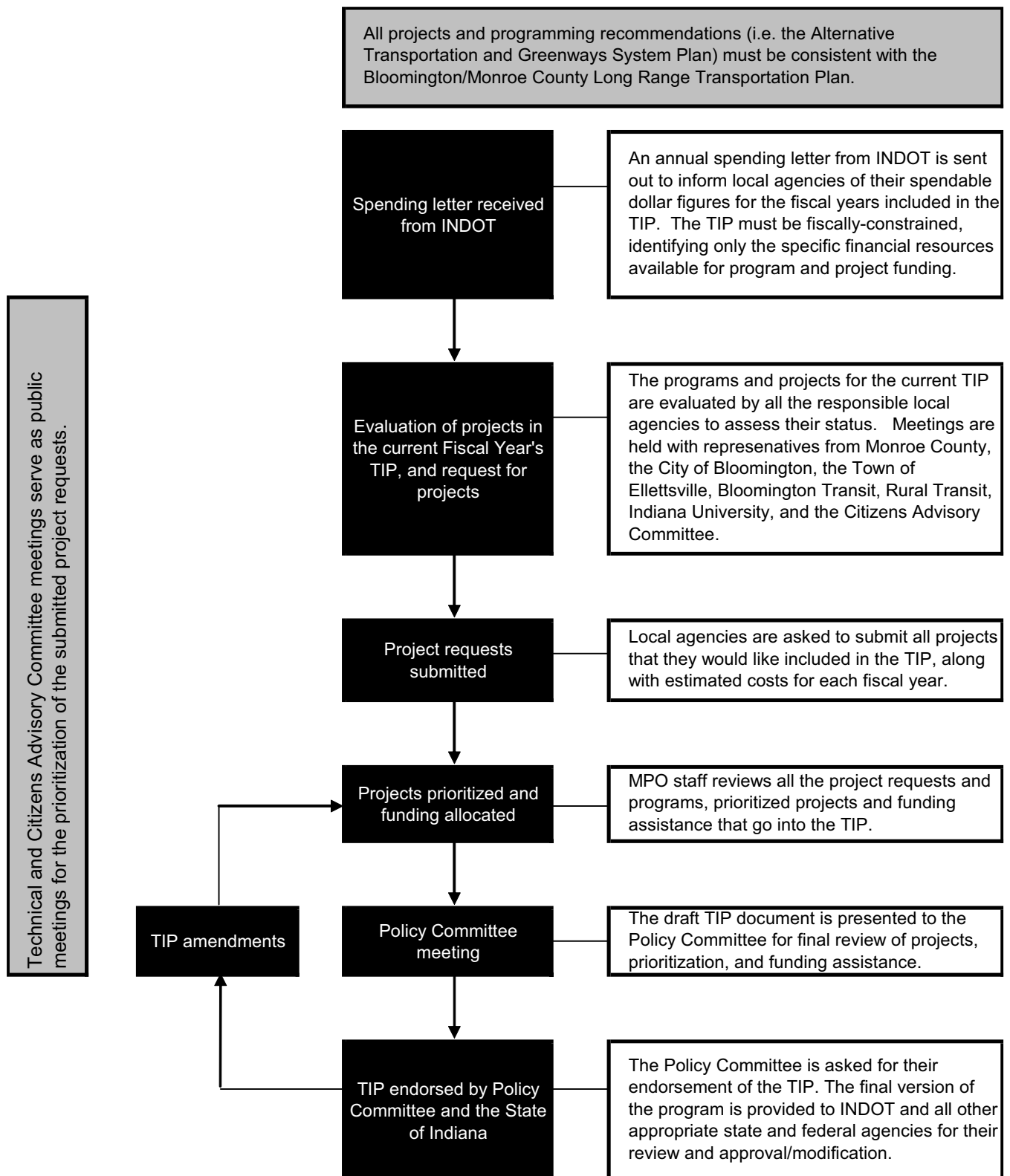
Projects initiated locally are jointly prioritized according to the type of activity scheduled in the TIP and the Federal funding category. The process of prioritizing projects is also influenced by state and local policy-level decision making and the availability of Federal, state, and local funds. Wherever possible, technical and non-technical factors are jointly used to identify projects which have the greatest need for implementation.

### ***FY 2009-2012 TIP Development Timeline***

The following list provides a chronology of events and meetings that have taken place in development of this document:

| <u>Date</u>             | <u>Description</u>                                                                 |
|-------------------------|------------------------------------------------------------------------------------|
| 12/13/2007              | Meeting with LPAs to discuss potential projects                                    |
| 2/5/2008                | Follow-up meeting with LPAs to review potential projects and revenue estimates     |
| 2/22/2008               | Draft TIP project listing first presented to the Technical Advisory Committee      |
| 2/27/2008               | Draft TIP project listing first presented to the Citizens Advisory Committee       |
| 3/7/2008                | Draft TIP project listing first presented to the Policy Committee                  |
| 3/26/2008               | Draft TIP project listing consideration by the Citizens Advisory Committee         |
| 3/28/2008               | Draft TIP project listing consideration by the Technical Advisory Committee        |
| 4/17-5/16/2008          | 30 Day public review period (legal notice 4/17/08)                                 |
| 4/23/2008               | Draft TIP document review by the Citizens Advisory Committee                       |
| 4/25/2008               | Draft TIP document review by the Technical Advisory Committee                      |
| 5/9/2008                | Draft TIP document review by the Policy Committee                                  |
| 5/23/2008 (anticipated) | Final draft TIP document review/recommendation by the Technical Advisory Committee |
| 5/28/2008 (anticipated) | Final draft TIP document review/recommendation by the Citizens Advisory Committee  |
| 6/13/2008 (anticipated) | Final TIP document review/adoption by the Policy Committee                         |

## TIP Development Process



## Annual Listing of Projects

SAFETEA-LU requires Metropolitan Planning Organizations to prepare an annual listing of projects, including investments in pedestrian walkways and bicycle transportation facilities, for which Federal funds have been obligated in the preceding year. The listing shall be published or otherwise made available by the cooperative effort of the State, transit operators, and the Metropolitan Planning Organization for public review. The listing shall be consistent with the funding categories identified in each Transportation Improvement Program (TIP). This requirement has been revised by the SAFETEA-LU, 23 U.S.C. 134(j)(7)(B), 23 U.S.C. 135(g)(4)(B), 49 U.S.C. 5303(j)(7)(B), and 49 U.S.C. 5304(g)(4)(B).

An obligation could be defined as the federal government's legal commitment to pay the federal share of a project's cost. An obligated project is one that has been authorized by a federal agency, such as the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). Obligated projects are not necessarily initiated or completed in the programmed year and the amount of the obligation may not necessarily equal the total cost of the project. For FTA projects, obligation occurs when the FTA grant is awarded. For FHWA projects, obligation occurs when a project agreement is executed and the state/grantee requests that the funds be obligated.

The following table provides information on transportation projects in the Bloomington/Monroe County Metropolitan Planning Organization's Urbanized Area which have obligated the spending of federal funds. The information provided below is consistent with project listings of the FY 2007-2009 TIP. The list provides information on the amount of funds programmed in the TIP, the amount of funds obligated during the past fiscal year(s) and the amount of funds remaining and available for use in subsequent years.

| Fiscal Year 2008 Listing of Obligated Projects |                                    |                                                                                                                                                                  |       |                 |                            |                           |                 |
|------------------------------------------------|------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------|-----------------|----------------------------|---------------------------|-----------------|
| LPA                                            | 2008 Projects                      | Brief Description                                                                                                                                                | Phase | Federal Program | Programmed Federal Funding | Obligated Federal Funding | Remaining Funds |
| BL                                             | Rogers Street & Country Club Drive | Intersection modernization with a new traffic signal, turn lanes, sidewalk/sidepath, roadway widening and stormwater drainage improvements                       | CON   | STP             | \$ 2,007,948               | \$ 1,798,102              | \$ 209,846 *    |
| BL                                             | West 3rd Street                    | Road reconstruction, channelized intersections, drainage improvements, sidewalks/sidepaths, landscaping and signalization                                        | ROW   | TEA-21          | \$ 1,586,767               | \$206,968                 | \$ 1,379,799 *  |
| BL                                             | B-Line Trail                       | Site acquisition and construction of a downtown multi-use trail for non-motorized use, including site amenities, landscaping, and plaza space. (~.68 miles long) | CON   | TE              | \$ 2,820,000               | \$ 2,820,000              | \$ - *          |
| BL                                             | 17th Street & Fee Lane             | Intersection modernization with new sidepath, signalization upgrade, turn lanes, and sight distance correction.                                                  | CON   | HES             | \$694,386                  | \$ 553,692                | \$140,694 *     |
| MC                                             | Vernal Pike Phase I                | Road reconstruction and safety improvements from Hartstrait Rd to Curry Pike including pavement, curb & gutter, sidewalk, drainage, and bridge widening          | CON   | STP             | \$6,565,120                | \$ 4,496,074              | \$2,069,046 *   |
| MC                                             | Bridge #78                         | Bridge reconstruction at Rogers St. and Clear Creek                                                                                                              | CON   | STP             | \$890,496                  | \$ 829,693                | \$60,803 *      |
| MC                                             | Bridge #902                        | Bridge reconstruction at 1st St. and Walnut St.                                                                                                                  | CON   | STP             | \$3,220,000                | \$ 2,931,887              | \$ 288,113 *    |
| MCCSC                                          | MCCSC Bike/ped Education           | Biking and walking campaign at Batchelor Middle School; walking school bus fro Summit Elementary; International Walk to School Day activities; & bicycle rodeos. | n/a   | SRTS            | \$ 53,500                  | \$ 53,500                 | \$ - *          |
| RBBCSC                                         | RBBCSC Bike/ped Education          | Biking and walking campaign at Edgewood campus including bicycle rodeos and walking school bus program                                                           | n/a   | SRTS            | \$ 23,000                  | \$ 23,000                 | \$ - *          |

\*These projects are not necessarily completed yet and may need a portion of or all remaining funds.

| Fiscal Year 2008 Listing of Obligated Projects (Continued) |                               |                                                                                                        |       |                 |                            |                           |                 |
|------------------------------------------------------------|-------------------------------|--------------------------------------------------------------------------------------------------------|-------|-----------------|----------------------------|---------------------------|-----------------|
| LPA                                                        | 2008 Projects                 | Brief Description                                                                                      | Phase | Federal Program | Programmed Federal Funding | Obligated Federal Funding | Remaining Funds |
| BT                                                         | Operational Assistance        | Federal, State and Local Assistance for the operation of BT's fixed route & Access Service.            | n/a   | FTA 5307        | \$ 900,000                 | \$ 900,000                | \$ -            |
| BT                                                         | Passenger Shelters            | Purchase of passenger shelters for BT stops                                                            | n/a   | FTA 5307        | \$ 20,000                  | \$ 20,000                 | \$ -            |
| BT                                                         | Security Cameras              | Security camera system for facilities                                                                  | n/a   | FTA 5307        | \$ 40,000                  | \$ 40,000                 | \$ -            |
| BT                                                         | Paratransit Scheduling System | Purchase of new paratransit scheduling system                                                          | n/a   | FTA 5307        | \$ 60,000                  | \$ 60,000                 | \$ -            |
| BT                                                         | Maintenance                   | Capitalize the purchase of engine/transmission rebuilds & tires                                        | n/a   | FTA 5307        | \$ 59,488                  | \$ 59,488                 | \$ -            |
| BT                                                         | Administrative Vehicles       | Purchase supervisory vehicle and handicapped accessible van.                                           | n/a   | FTA 5307        | \$ 32,000                  | \$ 32,000                 | \$ -            |
| BT                                                         | Cleaning Equipment            | Replace bus cleaning equipment and upgrade wash bay heat, heat retention, drainage and lighting        | n/a   | FTA 5307        | \$ 320,000                 | \$ 320,000                | \$ -            |
| RT                                                         | Operating Budget              | Operating budget assistance                                                                            | n/a   | FTA 5311        | \$ 450,000                 | \$ 450,000                | \$ -            |
| RT                                                         | Capital Budget                | Capital budget assistance. Replace 2 diesel buses and radio equipment                                  | n/a   | FTA 5311        | \$ 110,000                 | \$ 110,000                | \$ -            |
| MPO                                                        | Change Order Reserve          | Change Orders executed for Vernal Pike Phase I (Monroe County) and Rogers Street (City of Bloomington) | n/a   | STP             | \$ 113,911                 | \$ 57,779                 | \$ 56,132       |
| TOTAL                                                      |                               |                                                                                                        |       |                 | \$ 19,852,705              | \$ 15,704,404             | \$ 4,148,301    |



## Local Revenue & Expenditure Summary

In order to remain fiscally constrained, the Transportation Improvement Program must balance estimated project expenditures with expected funding revenues. In addition, each particular source of funding must be used in a manner consistent with its designated purpose. The process of balancing expenditures across the portfolio of available funds requires cooperation and support from all of the MPO stakeholders. The Fiscal Year used for the purposes of the TIP begins on July 1 and ends on June 30. Thus, Fiscal Year 2009 begins on July 1, 2008 and ends on June 30, 2009.

The tables in this section summarize the projected local revenues and expenditures for Fiscal Years 2009 through 2012. They do not include programmed funds or projects for the State of Indiana, as these are subject to statewide financial constraints beyond the purview of the MPO. Non-local revenue forecasts are based on past receipts, projections from the FHWA, FTA, and INDOT, anticipated Federal spending authorization levels, and consultations with appropriate Federal and state funding agencies. Local funding forecasts are derived from a similar methodology and through extensive coordination with local agencies. Project expenditures are based on realistic cost estimates provided by the implementing agency for each project.

### Projected Revenues for Local Projects

The table below summarizes the projected funding available, by funding source, for programming in the FY 2009-2012 TIP. The STP line highlights estimated spending authority available through FY 2012 from the SAFETEA-LU transportation bill. The TEA-21 line shows spending authority that was carried over from the previous transportation bill through special TIP amendments. This table does not include Federal revenues that may be added through special Congressional earmarks in the future. Any project utilizing such funds has been marked as "Illustrative" and is not counted in the fiscal constraint analysis.

#### Revenues

| Funding Source | Fiscal Year          |                      |                      |                      |                      |
|----------------|----------------------|----------------------|----------------------|----------------------|----------------------|
|                | 2009                 | 2010                 | 2011                 | 2012                 | TOTAL                |
| TEA-21         | \$ 1,646,767         | \$ -                 | \$ -                 | \$ -                 | \$ 1,646,767         |
| STP            | \$ 3,684,739         | \$ 2,720,869         | \$ 2,720,869         | \$ 2,720,869         | \$ 11,847,346        |
| State          | \$ 200,000           | \$ -                 | \$ -                 | \$ -                 | \$ 200,000           |
| TE             | \$ 669,610           | \$ 1,000,000         | \$ -                 | \$ -                 | \$ 1,669,610         |
| SRTS           | \$ 635,000           | \$ -                 | \$ -                 | \$ -                 | \$ 635,000           |
| HSIP/HES       | \$ 729,951           | \$ 175,951           | \$ 175,951           | \$ 175,951           | \$ 1,257,804         |
| Bridge         | \$ -                 | \$ 103,680           | \$ -                 | \$ 57,024            | \$ 160,704           |
| FTA 5307/09    | \$ 7,085,360         | \$ 2,512,774         | \$ 1,452,293         | \$ 1,524,148         | \$ 12,574,575        |
| FTA 5310       | \$ 160,000           | \$ -                 | \$ -                 | \$ -                 | \$ 160,000           |
| FTA 5311       | \$ 661,020           | \$ 676,000           | \$ 697,600           | \$ 739,200           | \$ 2,773,820         |
| FTA 5316       | \$ 308,000           | \$ 216,320           | \$ 224,973           | \$ 233,972           | \$ 983,265           |
| FTA 5317       | \$ 126,000           | \$ 27,040            | \$ 28,122            | \$ 29,246            | \$ 210,408           |
| PMTF           | \$ 2,052,272         | \$ 2,134,363         | \$ 2,219,737         | \$ 2,308,527         | \$ 8,714,899         |
| Farebox        | \$ 1,185,600         | \$ 1,233,024         | \$ 1,282,345         | \$ 1,333,639         | \$ 5,034,608         |
| Local          | \$ 11,665,396        | \$ 6,986,903         | \$ 9,434,072         | \$ 4,458,719         | \$ 32,545,089        |
| <b>TOTAL</b>   | <b>\$ 30,809,715</b> | <b>\$ 17,786,924</b> | <b>\$ 18,235,962</b> | <b>\$ 13,581,294</b> | <b>\$ 80,413,895</b> |

### Programmed Expenditures for Local Projects

The table below summarizes the programmed local expenditures, by funding source, for projects in the FY 2009-2012 TIP. The available STP funding has been programmed to ensure a 5% reserve to cover project cost overruns. Any usage of funds from this reserve will be subject to the MPO's Change Order Policy. The TEA-21 funding carried over from the previous transportation bill has been fully programmed and will remain assigned to the projects it was allocated to at the end of that funding cycle.

#### Expenditures

| Funding Source | Fiscal Year          |                      |                      |                      |                      |
|----------------|----------------------|----------------------|----------------------|----------------------|----------------------|
|                | 2009                 | 2010                 | 2011                 | 2012                 | TOTAL                |
| TEA-21         | \$ 1,646,767         | \$ -                 | \$ -                 | \$ -                 | \$ 1,646,767         |
| STP            | \$ 3,653,315         | \$ 2,676,464         | \$ 2,663,043         | \$ 2,636,043         | \$ 11,628,867        |
| State          | \$ 200,000           | \$ -                 | \$ -                 | \$ -                 | \$ 200,000           |
| TE             | \$ 669,610           | \$ 1,000,000         | \$ -                 | \$ -                 | \$ 1,669,610         |
| SRTS           | \$ 635,000           | \$ -                 | \$ -                 | \$ -                 | \$ 635,000           |
| HSIP/HES       | \$ 554,000           | \$ -                 | \$ -                 | \$ -                 | \$ 554,000           |
| Bridge         | \$ -                 | \$ 103,680           | \$ -                 | \$ 57,024            | \$ 160,704           |
| FTA 5307/09    | \$ 7,085,360         | \$ 2,512,774         | \$ 1,452,293         | \$ 1,524,148         | \$ 12,574,575        |
| FTA 5310       | \$ 160,000           | \$ -                 | \$ -                 | \$ -                 | \$ 160,000           |
| FTA 5311       | \$ 661,020           | \$ 676,000           | \$ 697,600           | \$ 739,200           | \$ 2,773,820         |
| FTA 5316       | \$ 308,000           | \$ 216,320           | \$ 224,973           | \$ 233,972           | \$ 983,265           |
| FTA 5317       | \$ 126,000           | \$ 27,040            | \$ 28,122            | \$ 29,246            | \$ 210,408           |
| PMTF           | \$ 2,052,272         | \$ 2,134,363         | \$ 2,219,737         | \$ 2,308,527         | \$ 8,714,899         |
| Farebox        | \$ 1,185,600         | \$ 1,233,024         | \$ 1,282,345         | \$ 1,333,639         | \$ 5,034,608         |
| Local          | \$ 11,665,396        | \$ 6,986,903         | \$ 9,434,072         | \$ 4,458,719         | \$ 32,545,089        |
| <b>TOTAL</b>   | <b>\$ 30,602,340</b> | <b>\$ 17,566,569</b> | <b>\$ 18,002,185</b> | <b>\$ 13,320,517</b> | <b>\$ 79,491,612</b> |

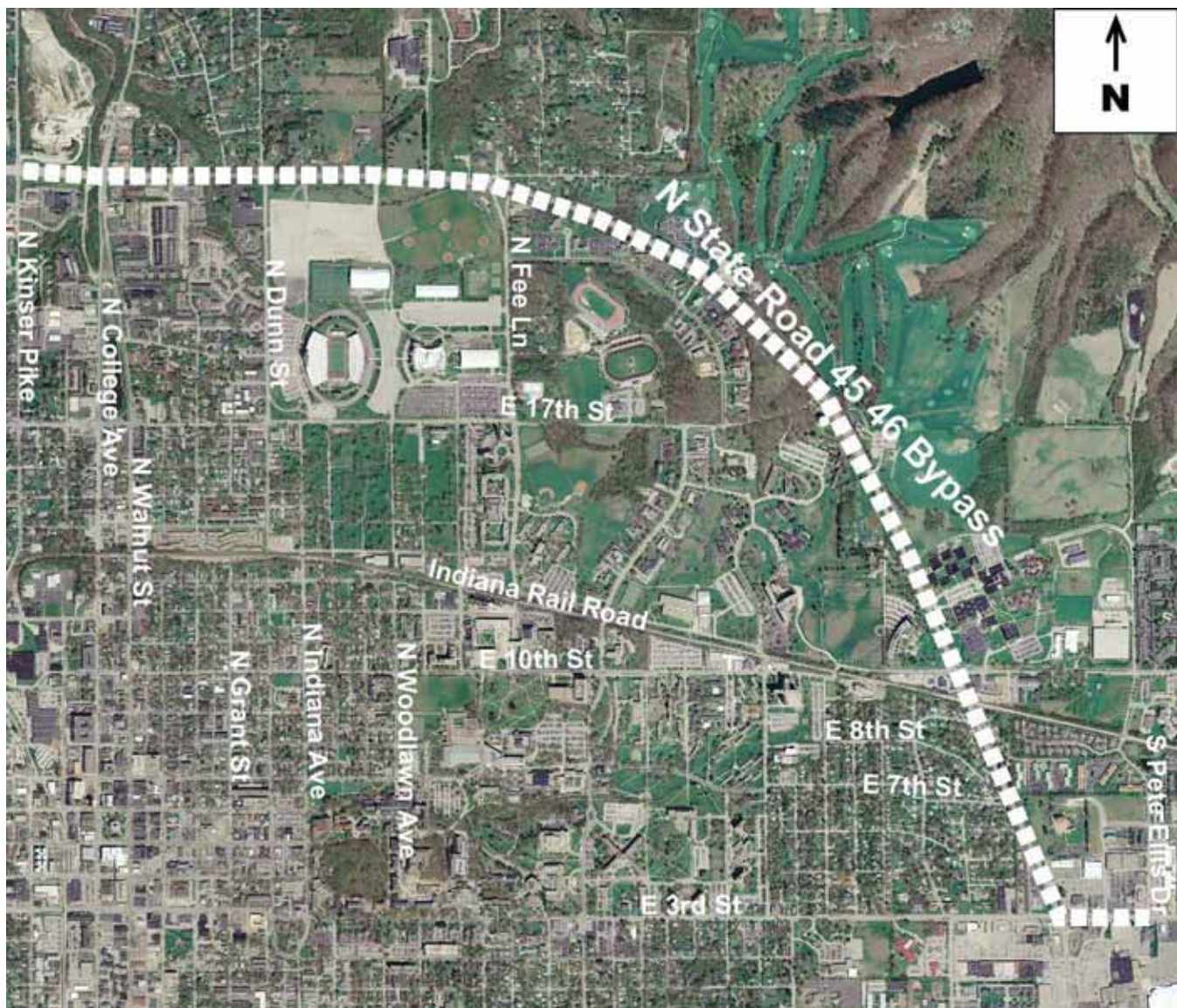
### Programmed Projects

The following tables provide a description of each project programmed in the Transportation Improvement Program for fiscal years 2009 to 2012. The tables are organized by implementing entity in the following order: Indiana Department of Transportation, Monroe County, City of Bloomington, Town of Ellettsville, Rural Transit, Bloomington Transit, and Indiana University Campus Transit. At the end of each agency's section is a summary of programmed expenditures by funding source for each fiscal year.

Additionally, each project which involves an identifiable location is also accompanied by a visualization of the approximate project boundaries. The dashed white lines provide an estimation of project location based on best available information available at the time this document was developed. These graphics are provided for the sake of reference only and should not be interpreted as exact delineations of project alignment.

## Programmed Projects: State of Indiana

| State of Indiana Projects                                                                                                                                 |     | Funding Source | Fiscal Year   |      |      |      |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----------------|---------------|------|------|------|
|                                                                                                                                                           |     |                | 2009          | 2010 | 2011 | 2012 |
| <b>Project:</b> State Road 45/46 Bypass                                                                                                                   | PE  | STP State      |               |      |      |      |
| <b>Location:</b> Kinser Pike to Pete Ellis Dr.                                                                                                            |     |                |               |      |      |      |
| <b>Description:</b> Added travel lanes, including 2 bridges, signals, sidepaths, pedestrian underpass. DES. #'s: 0300585, 9010075, 9611470, (~2.80 miles) | ROW | STP State      |               |      |      |      |
| <b>DES#:</b> (see Description above)                                                                                                                      | CON | STP State      | \$ 22,422,651 |      |      |      |
| <b>Support:</b> Expansion/Major Improvements                                                                                                              |     |                |               |      |      |      |
| <b>Allied Projects:</b> State Road 45 projects                                                                                                            |     | <b>TOTAL</b>   | \$ 22,422,651 | \$ - | \$ - |      |





**Programmed Projects: State of Indiana**

| State of Indiana Projects                                     |     | Funding Source | Fiscal Year |              |      |      |
|---------------------------------------------------------------|-----|----------------|-------------|--------------|------|------|
|                                                               |     |                | 2009        | 2010         | 2011 | 2012 |
| <b>Project:</b> State Road 45/46                              | PE  |                |             |              |      |      |
| <b>Location:</b> Monroe Street to Kinser Pike                 |     |                |             |              |      |      |
| <b>Description:</b> Pavement rehabilitation (~.48 miles long) |     |                |             |              |      |      |
| <b>DES#:</b> 0600811                                          | CON | STP            |             | \$ 1,040,000 |      |      |
| <b>Support:</b> Non-Interstate Preservation                   |     | State          |             | \$ 260,000   |      |      |
| <b>Allied Projects:</b> State Road 45/46 projects             |     | <b>TOTAL</b>   | \$ -        | \$ 1,300,000 | \$ - |      |





## Programmed Projects: State of Indiana

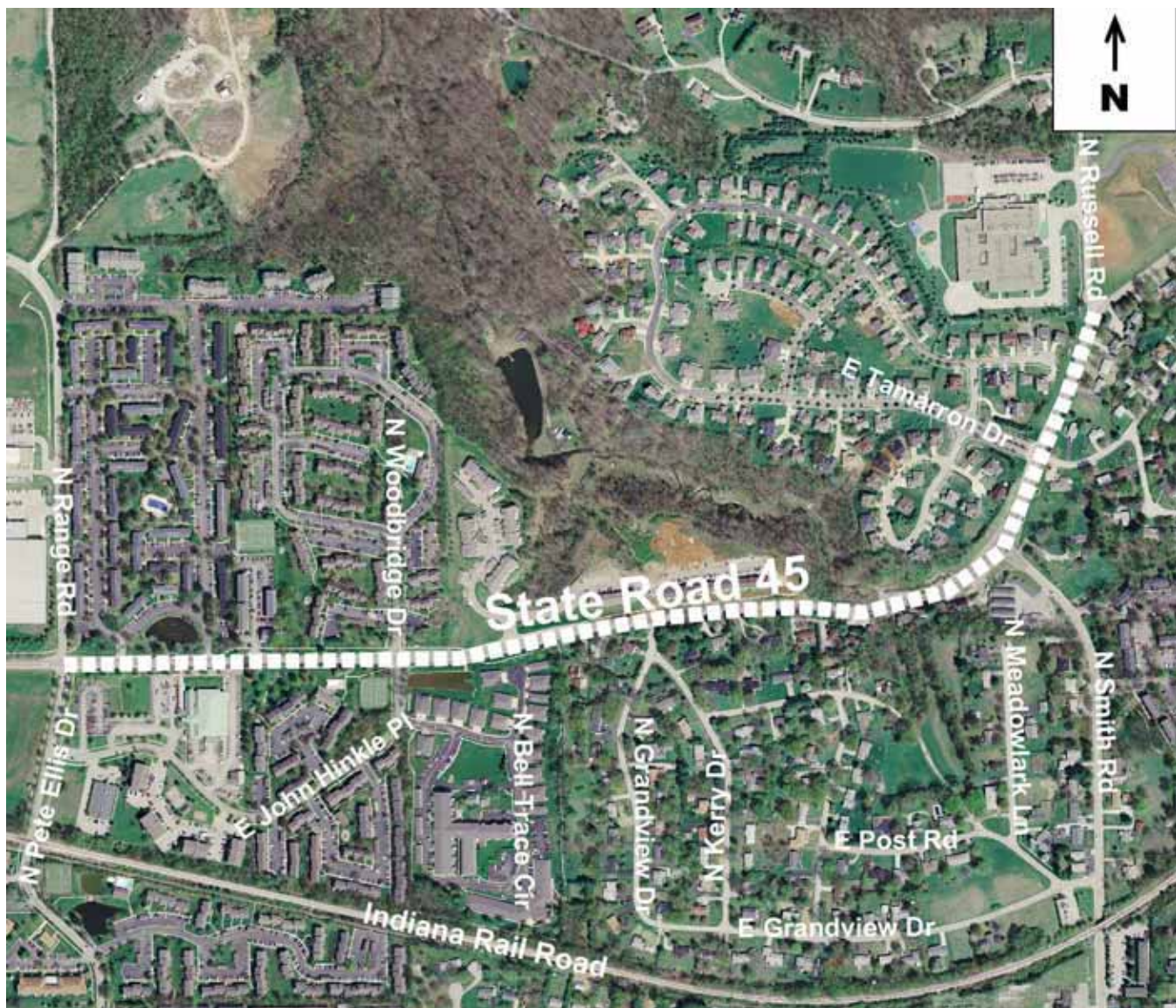
| State of Indiana Projects                                                                |              | Funding Source | Fiscal Year  |      |      |      |
|------------------------------------------------------------------------------------------|--------------|----------------|--------------|------|------|------|
|                                                                                          |              |                | 2009         | 2010 | 2011 | 2012 |
| <b>Project:</b> State Road 45                                                            | PE           |                |              |      |      |      |
| <b>Location:</b> 0.1 miles east of SR 45/46 Bypass to 0.1 miles east of Pete Ellis Drive |              |                |              |      |      |      |
| <b>Description:</b> Added travel lanes, traffic signals (~.30 miles long)                | ROW          | STP            | \$ 1,040,000 |      |      |      |
|                                                                                          |              | State          | \$ 260,000   |      |      |      |
| <b>DES#:</b> 8824615, 947897A                                                            | CON          | STP            |              |      |      |      |
| <b>Support:</b> Non-Interstate Preservation Program                                      |              | State          | \$ 2,139,159 |      |      |      |
| <b>Allied Projects:</b> State Road 45/46 Bypass, State Road 45                           | <b>TOTAL</b> |                | \$ 3,439,159 | \$ - | \$ - |      |





## Programmed Projects: State of Indiana

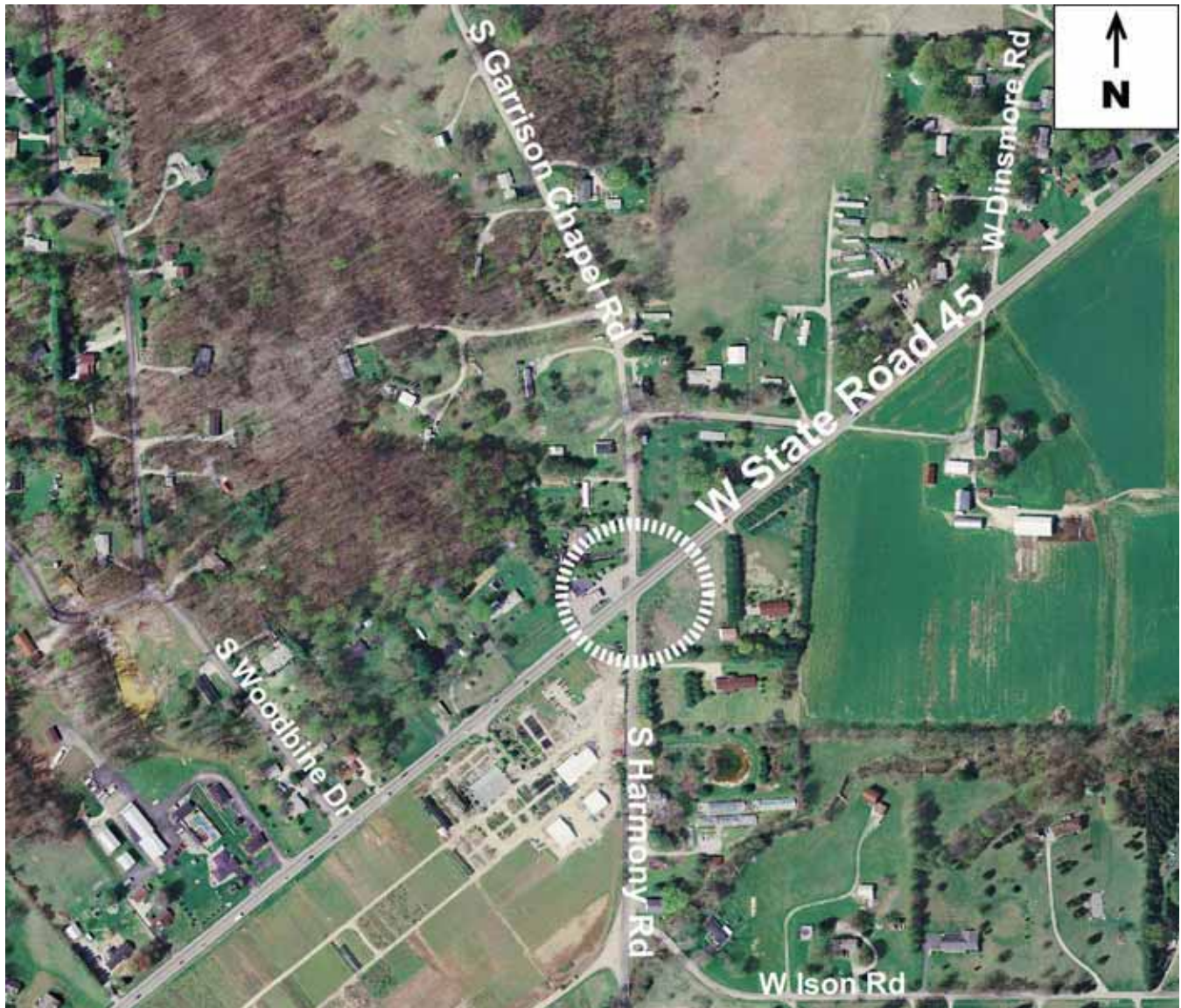
| State of Indiana Projects                                                                                                                                                                                     |              | Funding Source | Fiscal Year |              |              |      |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|----------------|-------------|--------------|--------------|------|
|                                                                                                                                                                                                               |              |                | 2009        | 2010         | 2011         | 2012 |
| <b>Project:</b> State Road 45                                                                                                                                                                                 | PE           | STP            | \$ 280,000  |              |              |      |
| <b>Location:</b> Pete Ellis Drive to Russell Road                                                                                                                                                             |              | State          | \$ 70,000   |              |              |      |
| <b>Description:</b> Road reconstruction, widening up to 3 lanes with intersection improvements, signals as warranted, sidewalk/sidepaths, concrete curb & gutter, drainage and landscaping. (~.88 miles long) | ROW          | STP            | \$ 400,000  |              |              |      |
|                                                                                                                                                                                                               |              | State          | \$ 100,000  |              |              |      |
| <b>DES#:</b> 9902910                                                                                                                                                                                          | CON          | STP            |             | \$ 3,834,482 |              |      |
| <b>Support:</b> Safety                                                                                                                                                                                        |              | State          |             | \$ 958,620   | \$ 4,993,102 |      |
| <b>Allied Projects:</b> State Road 45/46 Bypass                                                                                                                                                               | <b>TOTAL</b> |                | \$ 850,000  | \$ 4,793,102 | \$ 4,993,102 |      |





## Programmed Projects: State of Indiana

| State of Indiana Projects                                              |     | Funding Source | Fiscal Year |            |      |              |
|------------------------------------------------------------------------|-----|----------------|-------------|------------|------|--------------|
|                                                                        |     |                | 2009        | 2010       | 2011 | 2012         |
| <b>Project:</b> State Road 45                                          |     | PE             | STP State   | \$ 96,800  |      |              |
| <b>Location:</b> Intersection of State Road 45 and Garrison Chapel Rd. |     | PE             | STP State   | \$ 24,200  |      |              |
| <b>Description:</b> Intersection improvement with added turn lanes     | ROW | STP State      |             | \$ 88,000  |      |              |
|                                                                        |     | STP State      |             | \$ 22,000  |      |              |
| <b>DES#:</b> 0710011                                                   | CON | STP State      |             |            |      | \$ 973,322   |
| <b>Support:</b> Non-Interstate Preservation                            |     | STP State      |             |            |      | \$ 243,331   |
| <b>Allied Projects:</b> n/a                                            |     | <b>TOTAL</b>   | \$ 121,000  | \$ 110,000 | \$ - | \$ 1,216,653 |





## Programmed Projects: State of Indiana

| State of Indiana Projects                                               |     | Funding Source | Fiscal Year |      |          |           |
|-------------------------------------------------------------------------|-----|----------------|-------------|------|----------|-----------|
|                                                                         |     |                | 2009        | 2010 | 2011     | 2012      |
| <b>Project:</b> State Road 45                                           | PE  | STP State      | \$ 4,000    |      |          |           |
| <b>Location:</b> Intersections of SR 45 and Libery Dr./Hickory Leaf Dr. |     |                | \$ 1,000    |      |          |           |
| <b>Description:</b> Intersection improvement with added turn lanes      | ROW | STP State      |             |      | \$ 1,600 |           |
|                                                                         |     |                |             |      | \$ 400   |           |
| <b>DES#:</b> 0400392                                                    | CON | STP State      |             |      |          | \$ 60,000 |
| <b>Support:</b> Non-Interstate Preservation                             |     |                |             |      |          | \$ 15,000 |
| <b>Allied Projects:</b> n/a                                             |     | <b>TOTAL</b>   | \$ 5,000    | \$ - | \$ 2,000 | \$ 75,000 |





**Programmed Projects: State of Indiana**

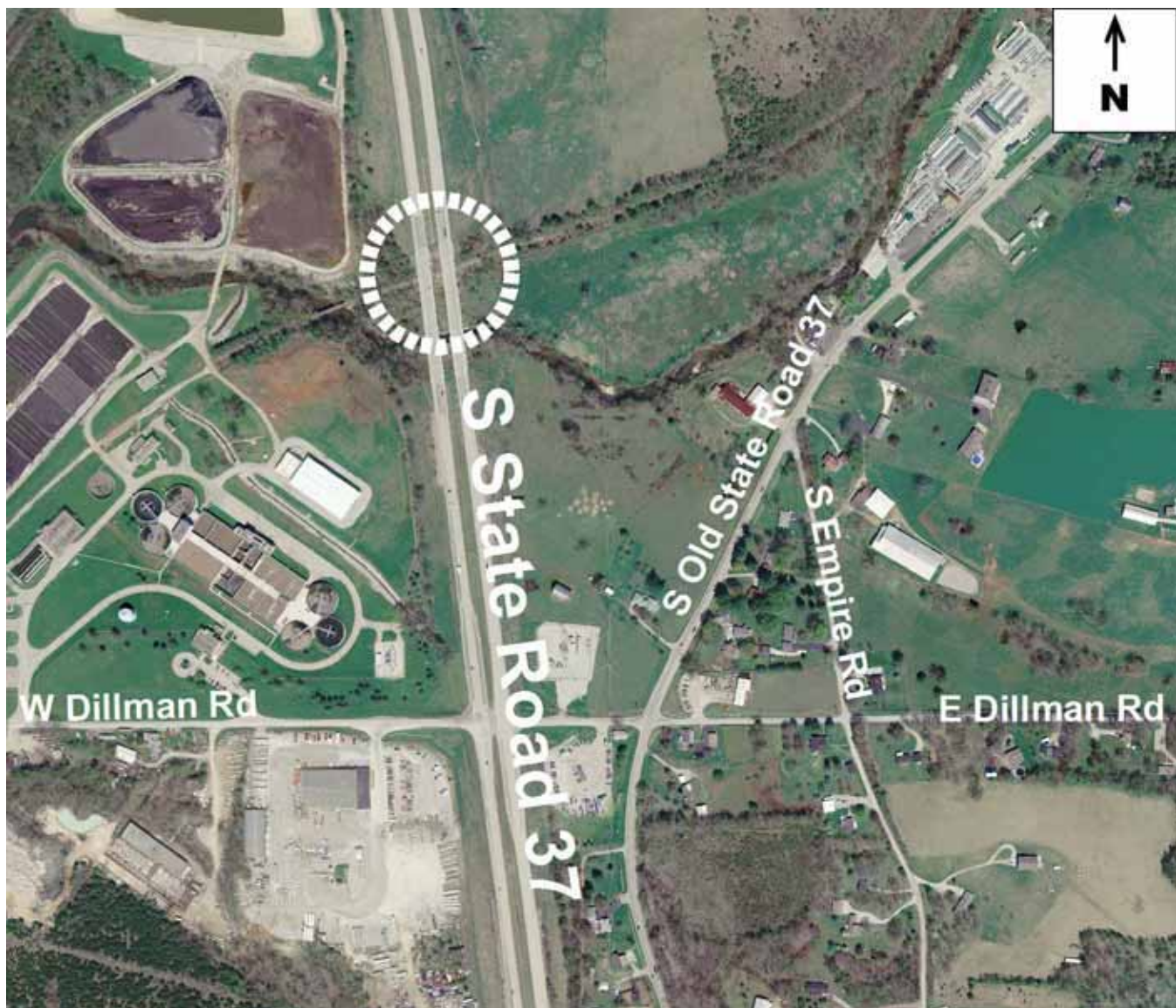
| State of Indiana Projects                             |              | Funding Source | Fiscal Year |           |      |            |
|-------------------------------------------------------|--------------|----------------|-------------|-----------|------|------------|
|                                                       |              |                | 2009        | 2010      | 2011 | 2012       |
| <b>Project:</b> State Road 46                         | PE           | STP State      |             |           |      |            |
| <b>Location:</b> Intersection of SR 46 and Smith Road |              |                |             |           |      |            |
| <b>Description:</b> Intersection improvements         | ROW          | STP State      |             | \$ 40,000 |      |            |
|                                                       |              |                |             | \$ 10,000 |      |            |
| <b>DES#:</b> 0100773                                  | CON          | STP State      |             |           |      | \$ 224,000 |
| <b>Support:</b> Safety Improvements                   |              |                |             |           |      | \$ 56,000  |
| <b>Allied Projects:</b> n/a                           | <b>TOTAL</b> |                | \$ -        | \$ 50,000 | \$ - | \$ 280,000 |





**Programmed Projects: State of Indiana**

| State of Indiana Projects                                              |     | Funding Source | Fiscal Year |      |              |      |
|------------------------------------------------------------------------|-----|----------------|-------------|------|--------------|------|
|                                                                        |     |                | 2009        | 2010 | 2011         | 2012 |
| <b>Project:</b> State Road 37                                          | PE  | STP<br>State   |             |      |              |      |
| <b>Location:</b> NB/SB bridges over railroad, 3.65 mile south of SR 45 |     |                |             |      |              |      |
| <b>Description:</b> Bridge rehabilitation                              | ROW |                |             |      |              |      |
|                                                                        |     |                |             |      |              |      |
| <b>DES#:</b> 0400322, 0400324                                          | CON | STP<br>State   |             |      | \$ 1,050,400 |      |
| <b>Support:</b> Bridge Preservation                                    |     |                |             |      | \$ 262,600   |      |
| <b>Allied Projects:</b> n/a                                            |     | <b>TOTAL</b>   | \$ -        | \$ - | \$ 1,313,000 |      |





## Programmed Projects: State of Indiana

| State of Indiana Projects                                                |              | Funding Source | Fiscal Year |                          |      |      |
|--------------------------------------------------------------------------|--------------|----------------|-------------|--------------------------|------|------|
|                                                                          |              |                | 2009        | 2010                     | 2011 | 2012 |
| <b>Project:</b> State Road 48                                            |              |                |             |                          |      |      |
| <b>Location:</b> State Road 37 to 2/4 lane transition west of Curry Pike | PE           |                |             |                          |      |      |
| <b>Description:</b> Pavement rehabilitation (~.60 miles long)            | ROW          |                |             |                          |      |      |
| <b>DES#:</b> 0600605                                                     | CON          | STP State      |             | \$ 412,000<br>\$ 103,000 |      |      |
| <b>Support:</b> Non-Interstate Preservation                              |              |                |             |                          |      |      |
| <b>Allied Projects:</b> n/a                                              | <b>TOTAL</b> |                | \$ -        | \$ 515,000               | \$ - |      |



**Programmed Projects: State of Indiana**

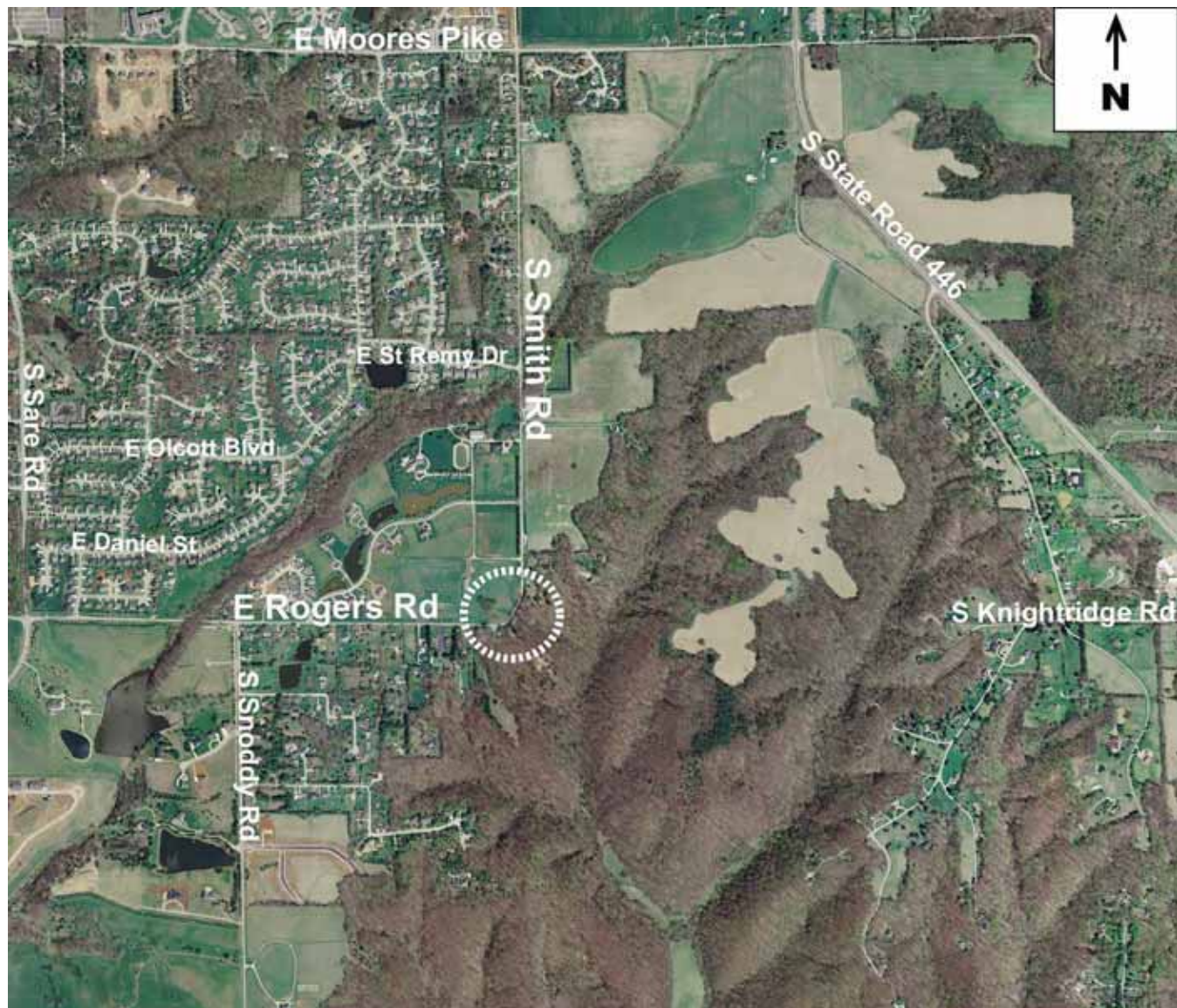
**Summary of Programmed Expenditures:**

| Funding Source | Fiscal Year   |              |              |              |              |
|----------------|---------------|--------------|--------------|--------------|--------------|
|                | 2009          | 2010         | 2011         | 2012         | TOTAL        |
| NHS            | \$ -          | \$ -         |              | \$ -         | \$ -         |
| STP            | \$ 1,820,800  | \$ 5,414,482 | \$ 1,052,000 | \$ 1,257,322 | \$ 8,287,282 |
| TE             | \$ -          | \$ -         | \$ -         | \$ -         | \$ -         |
| State          | \$ 25,017,010 | \$ 1,353,620 | \$ 5,256,102 | \$ 314,331   | \$ 314,331   |
| Local          | \$ -          | \$ -         | \$ -         | \$ -         | \$ -         |
| <b>TOTAL</b>   | \$ 26,837,810 | \$ 6,768,102 | \$ 6,308,102 | \$ 1,571,653 | \$ 8,601,613 |



## Programmed Projects: Monroe County

| Monroe County Projects                                      | Funding Source | Fiscal Year      |      |      |      |
|-------------------------------------------------------------|----------------|------------------|------|------|------|
|                                                             |                | 2008             | 2009 | 2010 | 2011 |
| <b>Project:</b> Rogers Road & Smith Road                    | PE             |                  |      |      |      |
| <b>Location:</b> Intersection of Rogers Road and Smith Road |                |                  |      |      |      |
| <b>Description:</b> Curve realignment and reconstruction.   | ROW            |                  |      |      |      |
| <b>DES#:</b> 0600173                                        | CON            | HES \$ 554,000   |      |      |      |
| <b>Support:</b> LRTP                                        |                | STP \$ 56,132    |      |      |      |
|                                                             |                | Local \$ 103,568 |      |      |      |
| <b>Allied Projects:</b> n/a                                 | <b>TOTAL</b>   | \$ 713,700       | \$ - | \$ - | \$ - |





## Programmed Projects: Monroe County

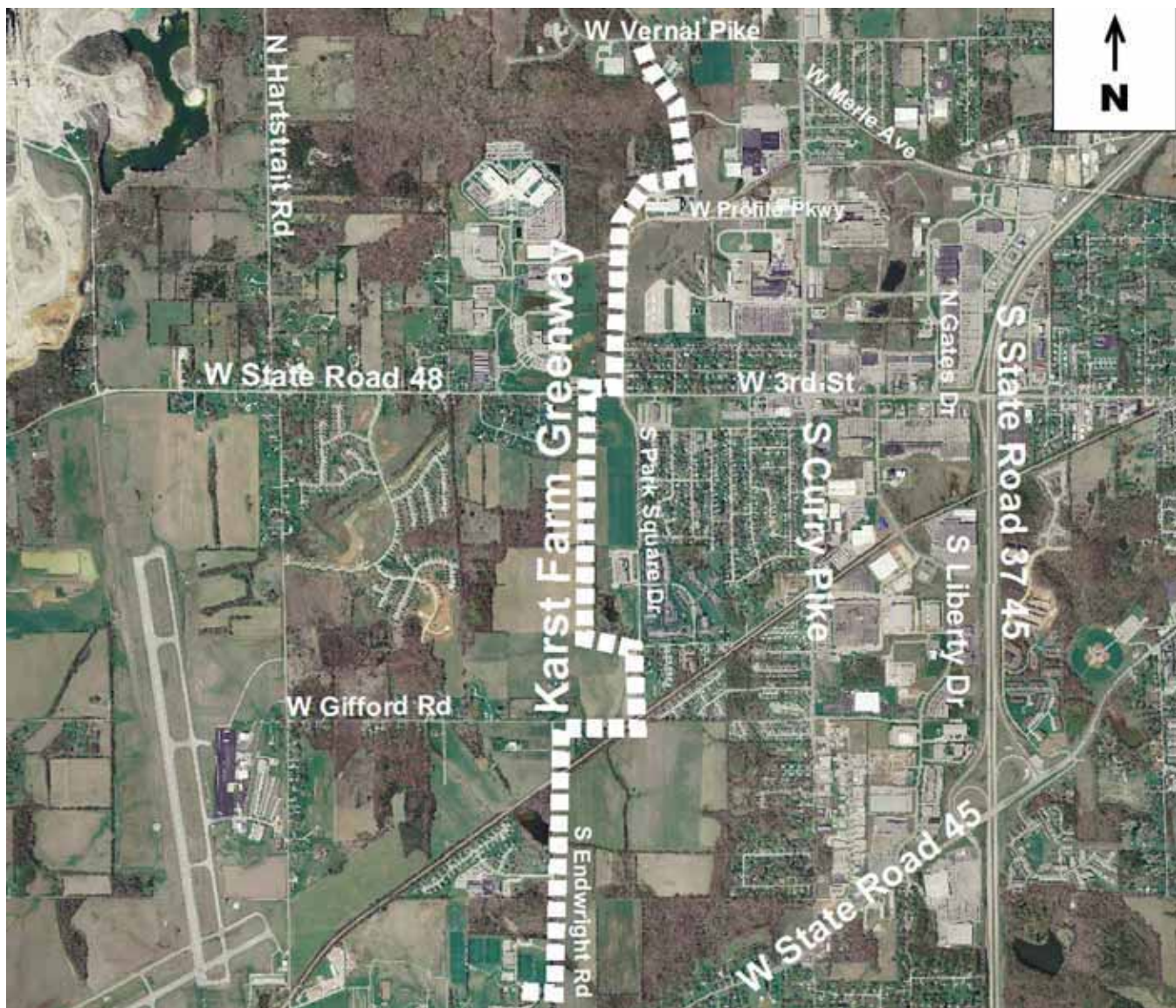
| Monroe County Projects                                                                                                                                               |     | Funding Source | Fiscal Year  |      |      |      |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----------------|--------------|------|------|------|
|                                                                                                                                                                      |     |                | 2009         | 2010 | 2011 | 2012 |
| <b>Project:</b> Vernal Pike (Phase II)                                                                                                                               | PE  | Local          |              |      |      |      |
| <b>Location:</b> Curry Pike to Woodyard Road                                                                                                                         |     |                |              |      |      |      |
| <b>Description:</b> Road reconstruction & safety improvements, including bituminous pavement, curb & gutter, sidewalk and drainage appurtenances. (~1.03 miles long) | ROW | Local          |              |      |      |      |
| <b>DES#:</b> 9485590                                                                                                                                                 | CON | STP            | \$ 3,461,140 |      |      |      |
| <b>Support:</b> LRTP                                                                                                                                                 |     | Local          | \$ 3,452,785 |      |      |      |
| <b>Allied Projects:</b> Vernal Pike (Phase I), Curry Pike                                                                                                            |     | <b>TOTAL</b>   | \$ 6,913,925 | \$ - | \$ - | \$ - |





## Programmed Projects: Monroe County

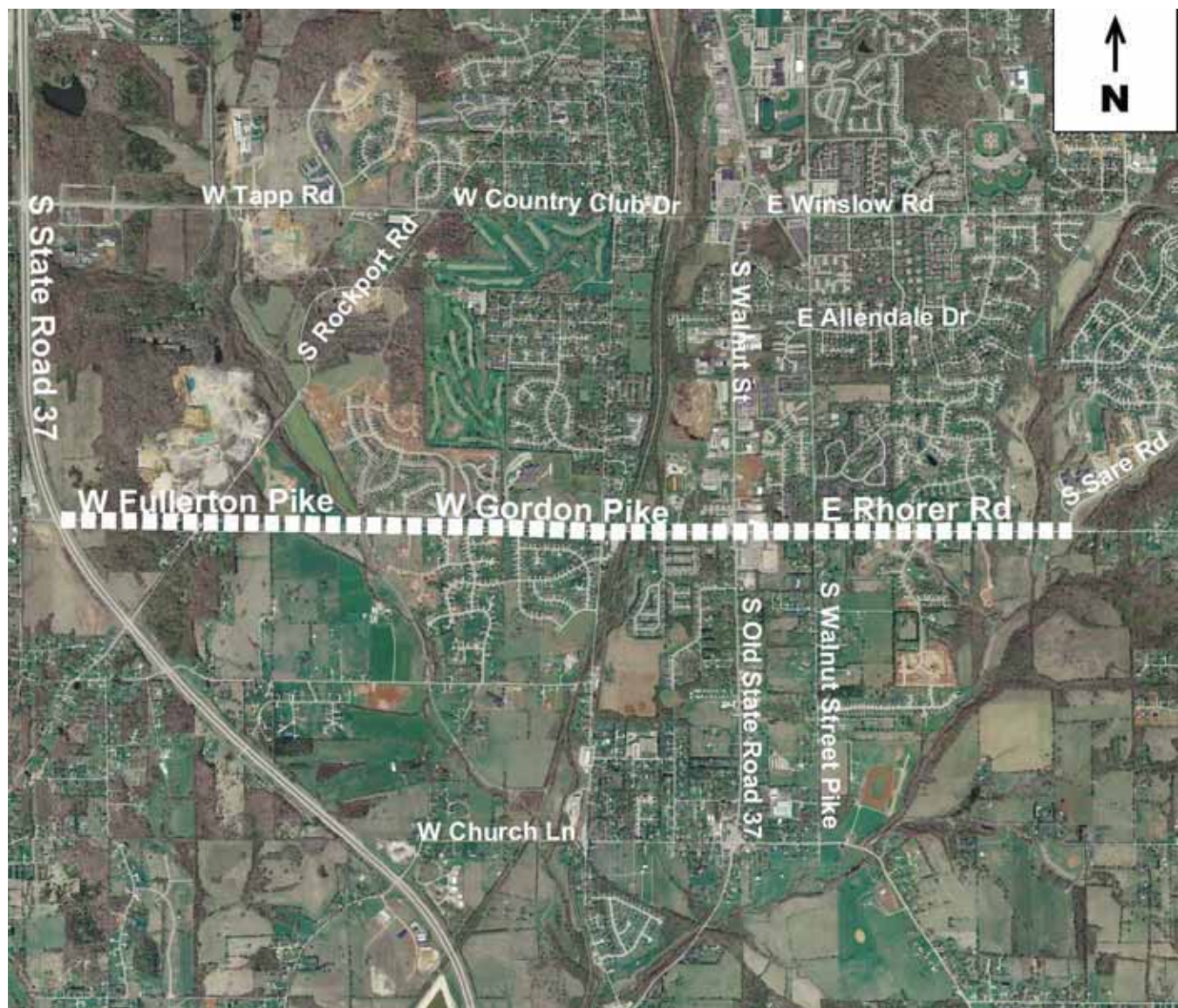
| Monroe County Projects                                                                                                                                             |              | Funding Source | Fiscal Year |              |      |      |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|----------------|-------------|--------------|------|------|
|                                                                                                                                                                    |              |                | 2009        | 2010         | 2011 | 2012 |
| <b>Project:</b> Karst Farm Greenway (Phase I)                                                                                                                      | PE           | Local          |             |              |      |      |
| <b>Location:</b> South of Vernal Pike to Karst Farm Park                                                                                                           |              |                |             |              |      |      |
| <b>Description:</b> Preliminary engineering, Right-of-Way and construction of a multi-use trail for non-motorized use, including site amenities (~4.00 miles long) | ROW          | Local          | \$ 240,000  |              |      |      |
| <b>DES#:</b> 0600370                                                                                                                                               | CON          | TE             |             | \$ 1,000,000 |      |      |
| <b>Support:</b> LRTP, MCATGSP, BATGSP, ERCP                                                                                                                        |              | Local          |             | \$ 257,000   |      |      |
| <b>Allied Projects:</b> Ellettsville-Stinesville Trail, B-Line Trail                                                                                               | <b>TOTAL</b> |                | \$ 240,000  | \$ 1,257,000 | \$ - | \$ - |





## Programmed Projects: Monroe County

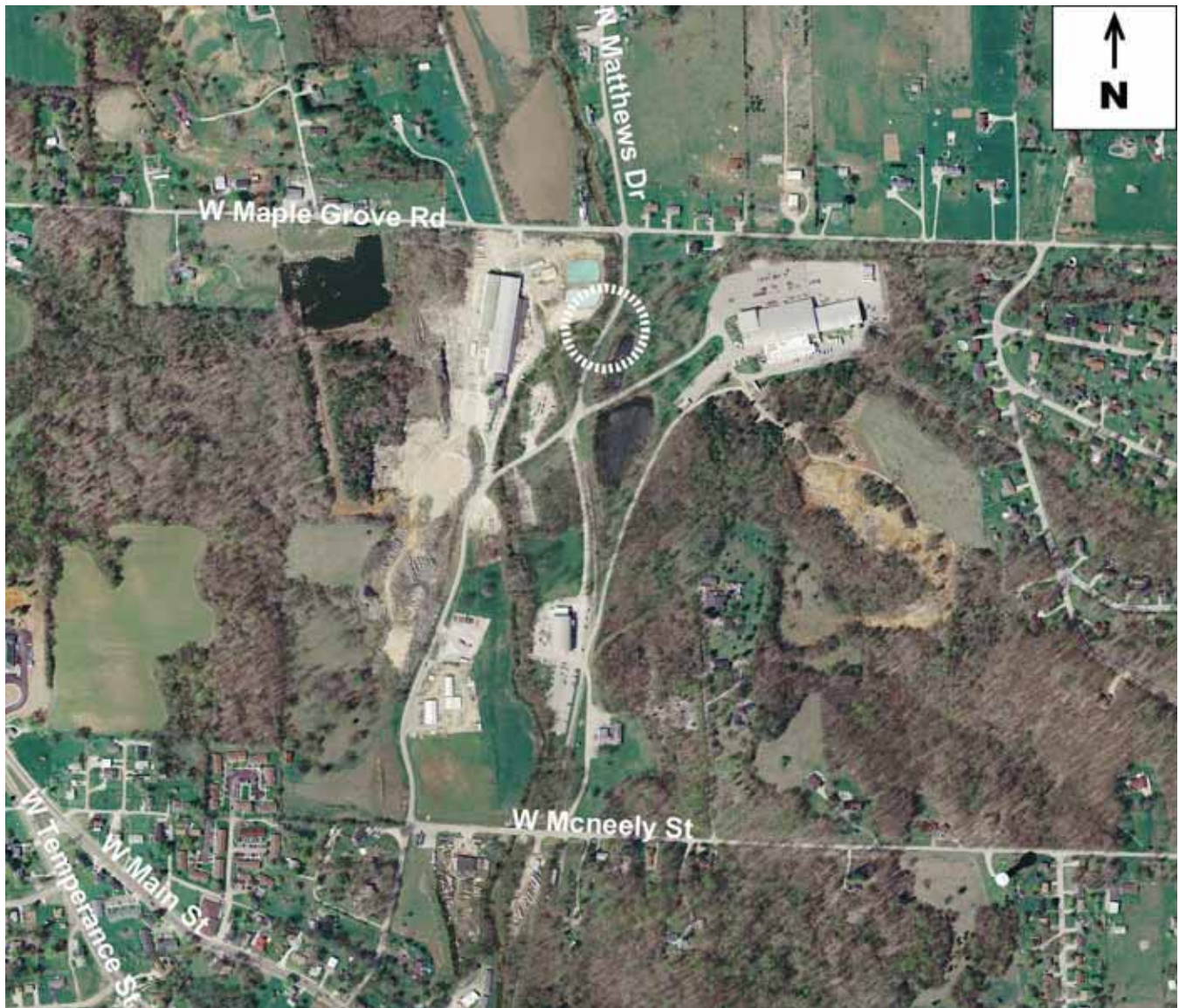
| Monroe County Projects                                                                                                                                                                    |     | Funding Source | Fiscal Year |            |            |            |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----------------|-------------|------------|------------|------------|
|                                                                                                                                                                                           |     |                | 2009        | 2010       | 2011       | 2012       |
| <b>Project:</b> Fullerton Pike/Gordon Pike/Rhorer Rd.                                                                                                                                     | PE  | Local          | \$ 550,000  | \$ 550,000 | \$ 550,000 | \$ 108,000 |
| <b>Location:</b> SR 37 to Sare Road                                                                                                                                                       |     |                |             |            |            |            |
| <b>Description:</b> Road reconstruction and safety improvements, including bituminous pavement, curb, gutter, sidewalk, side path, bridges and drainage appurtenances. (~3.21 miles long) | ROW | Local          |             |            |            | \$ 550,000 |
| <b>DES#:</b> To be assigned                                                                                                                                                               | CON |                |             |            |            |            |
| <b>Support:</b> GPP, LRTP                                                                                                                                                                 |     |                |             |            |            |            |
| <b>Allied Projects:</b> SR 37/I-69, Sare Road                                                                                                                                             |     | <b>TOTAL</b>   | \$ 550,000  | \$ 550,000 | \$ 550,000 | \$ 658,000 |





## Programmed Projects: Monroe County

| Monroe County Projects                                                               |     | Funding Source | Fiscal Year |           |           |           |
|--------------------------------------------------------------------------------------|-----|----------------|-------------|-----------|-----------|-----------|
|                                                                                      |     |                | 2009        | 2010      | 2011      | 2012      |
| <b>Project:</b> Mt. Tabor Road Bridge #33                                            | PE  | Local          | \$ 50,000   | \$ 50,000 | \$ 50,000 | \$ 25,000 |
| <b>Location:</b> Over Jack's Defeat Creek, between McNeely Street & Maple Grove Road |     |                |             |           |           |           |
| <b>Description:</b> Bridge replacement                                               |     | Local          |             |           |           | \$ 25,000 |
| <b>DES#:</b> To be assigned                                                          | CON |                |             |           |           |           |
| <b>Support:</b> Bridge Inventory & Safety Inspection, LRTP                           |     |                |             |           |           |           |
| <b>Allied Projects:</b>                                                              |     | <b>TOTAL</b>   | \$ 50,000   | \$ 50,000 | \$ 50,000 | \$ 50,000 |



## Programmed Projects: Monroe County

| Monroe County Projects                                                                                                                                                                            |     | Funding Source | Fiscal Year |            |      |           |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----------------|-------------|------------|------|-----------|
|                                                                                                                                                                                                   |     |                | 2009        | 2010       | 2011 | 2012      |
| <b>Project:</b> Bridge Inventory (Phases I & II)                                                                                                                                                  | PE  | Local BR       |             | \$ 25,920  |      | \$ 14,256 |
| <b>Location:</b> Throughout Monroe County                                                                                                                                                         |     |                |             | \$ 103,680 |      | \$ 57,024 |
| <b>Description:</b> Reinspection of all 137 structures over 20 feet in span length in accordance with the National Bridge Inspection Standards established by the Federal Highway Administration. | ROW |                |             |            |      |           |
| <b>DES#:</b> Project No. BR-NBIS                                                                                                                                                                  | CON |                |             |            |      |           |
| <b>Support:</b> LRTP                                                                                                                                                                              |     |                |             |            |      |           |
| <b>Allied Projects:</b> n/a                                                                                                                                                                       |     | <b>TOTAL</b>   | \$ -        | \$ 129,600 | \$ - | \$ 71,280 |

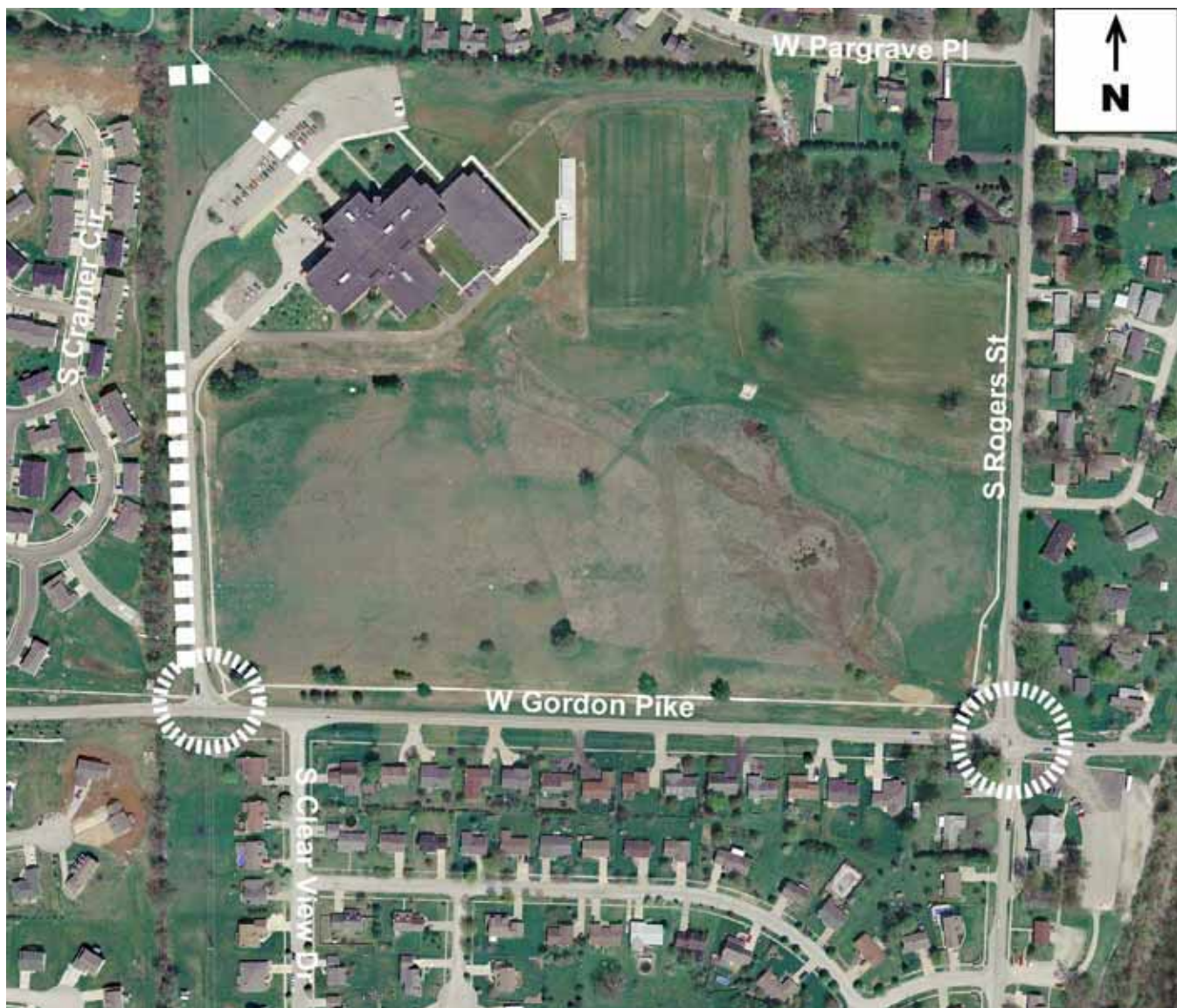
## Programmed Projects: Monroe County Community School Corporation

| Monroe County Community School Corporation Projects                                                                                                             |      | Funding Source | Fiscal Year |      |      |      |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|------|----------------|-------------|------|------|------|
|                                                                                                                                                                 |      |                | 2009        | 2010 | 2011 | 2012 |
| <b>Project:</b> MCCSC Bike/Ped Education                                                                                                                        | SRTS |                | \$ 75,000   |      |      |      |
| <b>Location:</b> Various MCCSC & RBBCSC schools                                                                                                                 |      |                |             |      |      |      |
| <b>Description:</b> Biking and walking campaigns at MCCSC and RBBCSC Schools; walking school bus; International Walk to School Day activities; & bicycle rodeos |      |                |             |      |      |      |
| <b>DES#:</b> 0800012                                                                                                                                            |      |                |             |      |      |      |
| <b>Support:</b> MCATGSP                                                                                                                                         |      |                |             |      |      |      |
| <b>Allied Projects:</b> MCCSC Batchelor Middle School Project                                                                                                   |      | <b>TOTAL</b>   | \$ 75,000   | \$ - | \$ - | \$ - |



## Programmed Projects: Monroe County Community School Corporation

| Monroe County Community School Corporation Projects                                                |              | Funding Source | Fiscal Year |      |      |      |
|----------------------------------------------------------------------------------------------------|--------------|----------------|-------------|------|------|------|
|                                                                                                    |              |                | 2009        | 2010 | 2011 | 2012 |
| <b>Project:</b> MCCSC Batchelor Middle Infrastructure                                              |              |                |             |      |      |      |
| <b>Location:</b> Batchelor Middle School property and adjacent roads (Rogers Street & Gordon Pike) | PE           | SRTS           | \$ 10,000   |      |      |      |
| <b>Description:</b> 700 ft of sidewalk and improved crossings on Gordon Pike and Rogers Street     | ROW          |                |             |      |      |      |
| <b>DES#:</b> 0710204                                                                               | CON          | SRTS           | \$ 50,000   |      |      |      |
| <b>Support:</b> MCATGSP                                                                            |              |                |             |      |      |      |
| <b>Allied Projects:</b> MCCSC Non-Infrastructure Project                                           | <b>TOTAL</b> |                | \$ 60,000   | \$ - | \$ - | \$ - |



**Programmed Projects: Monroe County & Monroe County Community School Corporation**

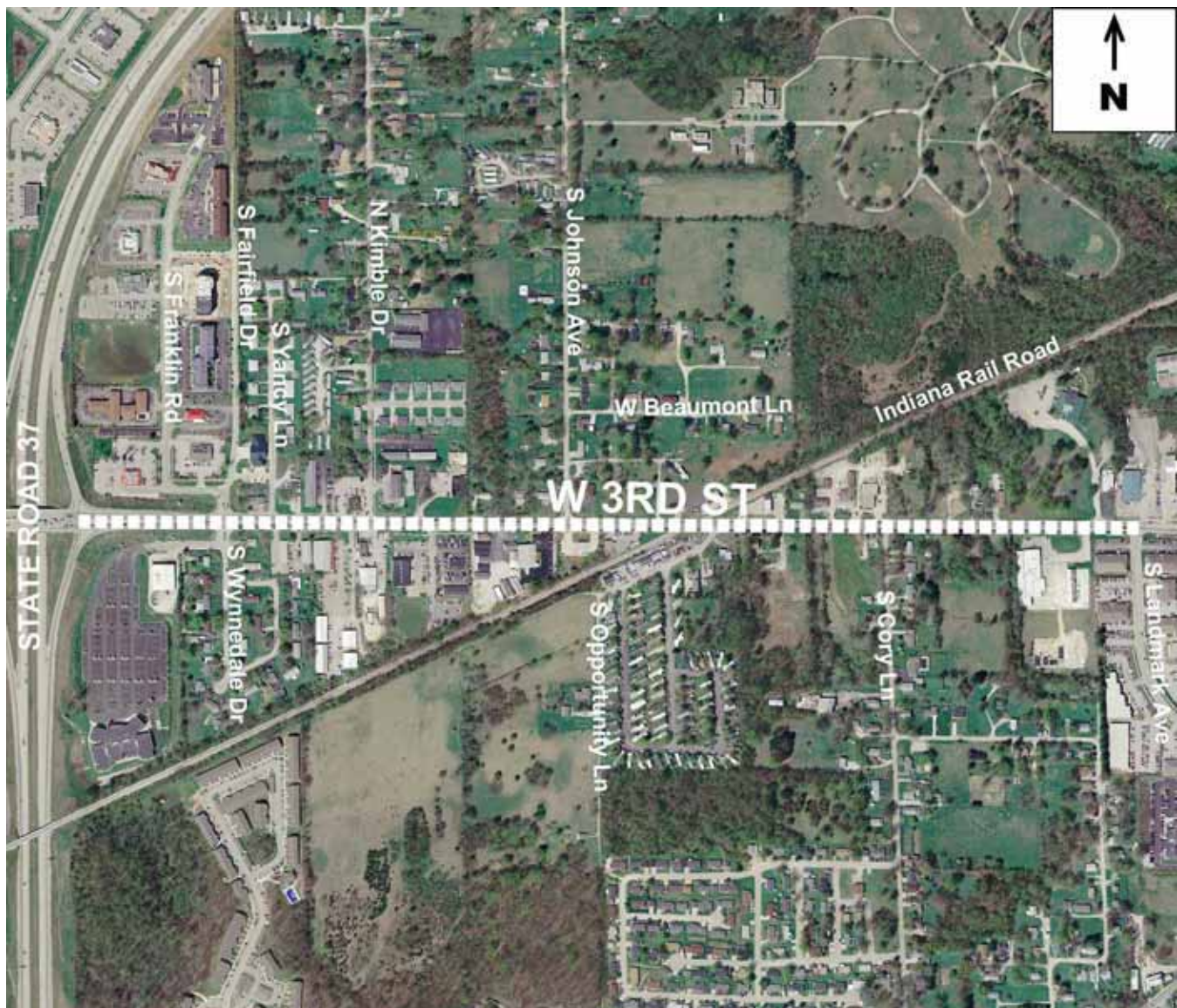
**Summary of Programmed Expenditures:**

| Funding Source | Fiscal Year         |                     |                   |                   |                      |
|----------------|---------------------|---------------------|-------------------|-------------------|----------------------|
|                | 2009                | 2010                | 2011              | 2012              | TOTAL                |
| TEA-21         | \$ -                | \$ -                | \$ -              | \$ -              | \$ -                 |
| STP            | \$ 3,517,272        | \$ -                | \$ -              | \$ -              | \$ 3,517,272         |
| State          | \$ -                | \$ -                | \$ -              | \$ -              | \$ -                 |
| TE             | \$ -                | \$ 1,000,000        | \$ -              | \$ -              | \$ 1,000,000         |
| SRTS           | \$ 135,000          | \$ -                | \$ -              | \$ -              | \$ 135,000           |
| HSIP           | \$ 554,000          | \$ -                | \$ -              | \$ -              | \$ 554,000           |
| Bridge         | \$ -                | \$ 103,680          | \$ -              | \$ 57,024         | \$ 160,704           |
| FTA 5307/5309  | \$ -                | \$ -                | \$ -              | \$ -              | \$ -                 |
| FTA 5310       | \$ -                | \$ -                | \$ -              | \$ -              | \$ -                 |
| FTA 5311       | \$ -                | \$ -                | \$ -              | \$ -              | \$ -                 |
| FTA 5316       | \$ -                | \$ -                | \$ -              | \$ -              | \$ -                 |
| FTA 5317       | \$ -                | \$ -                | \$ -              | \$ -              | \$ -                 |
| PMTF           | \$ -                | \$ -                | \$ -              | \$ -              | \$ -                 |
| Farebox        | \$ -                | \$ -                | \$ -              | \$ -              | \$ -                 |
| Local          | \$ 4,396,353        | \$ 882,920          | \$ 600,000        | \$ 722,256        | \$ 6,601,529         |
| <b>TOTAL</b>   | <b>\$ 8,602,625</b> | <b>\$ 1,986,600</b> | <b>\$ 600,000</b> | <b>\$ 779,280</b> | <b>\$ 11,968,505</b> |



## Programmed Projects: City of Bloomington

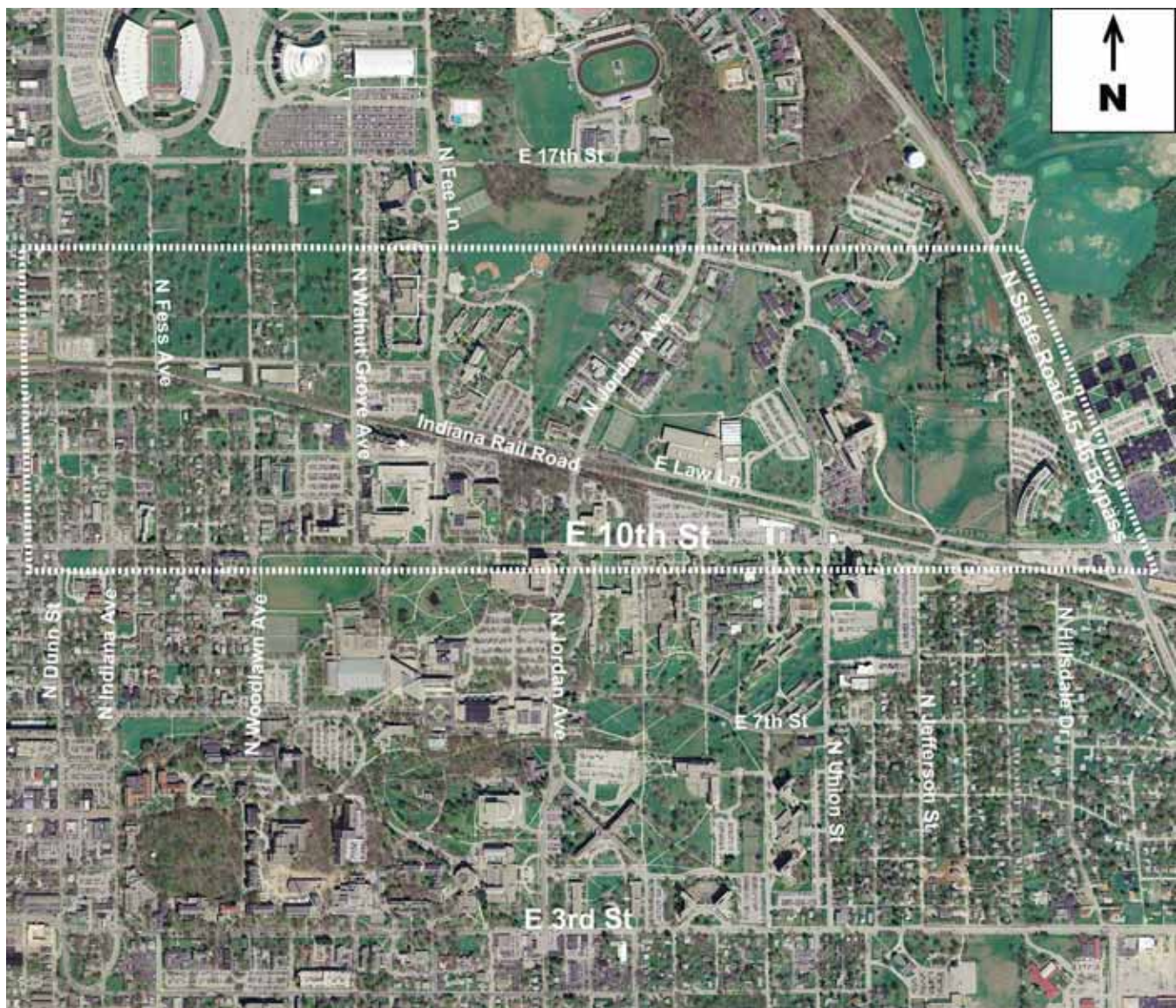
| City of Bloomington Projects                                                                                                                                    |     | Funding Source | Fiscal Year  |              |            |      |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----------------|--------------|--------------|------------|------|
|                                                                                                                                                                 |     |                | 2009         | 2010         | 2011       | 2012 |
| <b>Project:</b> West 3rd Street                                                                                                                                 | PE  |                |              |              |            |      |
| <b>Location:</b> State Road 37 to Landmark Avenue                                                                                                               |     |                |              |              |            |      |
| <b>Description:</b> Road reconstruction, channelized intersections, drainage improvements, sidewalks/sidepath, landscaping and signalization. (~.90 miles long) | ROW | TEA-21         | \$ 1,586,767 |              |            |      |
|                                                                                                                                                                 |     | Bond           | \$ 1,232,705 |              |            |      |
| <b>DES#:</b> 0300766                                                                                                                                            | CON | STP            |              | \$ 1,756,421 | \$ 607,000 |      |
| <b>Support:</b> LRTP, GPP, BATGSP                                                                                                                               |     | Bond           | \$ 1,245,600 | \$ 2,818,088 | \$ 319,000 |      |
| <b>Allied Projects:</b> n/a                                                                                                                                     |     | <b>TOTAL</b>   | \$ 4,065,072 | \$ 4,574,509 | \$ 926,000 | \$ - |





## Programmed Projects: City of Bloomington

| City of Bloomington Projects                                                                                                                                                                                             |     | Funding Source | Fiscal Year |      |      |      |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----------------|-------------|------|------|------|
|                                                                                                                                                                                                                          |     |                | 2009        | 2010 | 2011 | 2012 |
| <b>Project:</b> North Campus Area Study                                                                                                                                                                                  |     | TEA-21         | \$ 60,000   |      |      |      |
| <b>Location:</b> Dunn Street to State Road 45/46 Bypass                                                                                                                                                                  |     | Local          | \$ 15,000   |      |      |      |
| <b>Description:</b> Area study for roadway configuration, alignment of railroad crossings, sidewalk/sidepath installation, possible IU power plant and City fire station relocation, and misc. landscaping improvements. | PE  |                |             |      |      |      |
|                                                                                                                                                                                                                          | ROW |                |             |      |      |      |
|                                                                                                                                                                                                                          | CON |                |             |      |      |      |
| <b>DES#:</b> 0400319                                                                                                                                                                                                     |     |                |             |      |      |      |
| <b>Support:</b> LRTP                                                                                                                                                                                                     |     |                |             |      |      |      |
| <b>Allied Projects:</b> n/a                                                                                                                                                                                              |     | <b>TOTAL</b>   | \$ 75,000   | \$ - | \$ - | \$ - |





## Programmed Projects: City of Bloomington

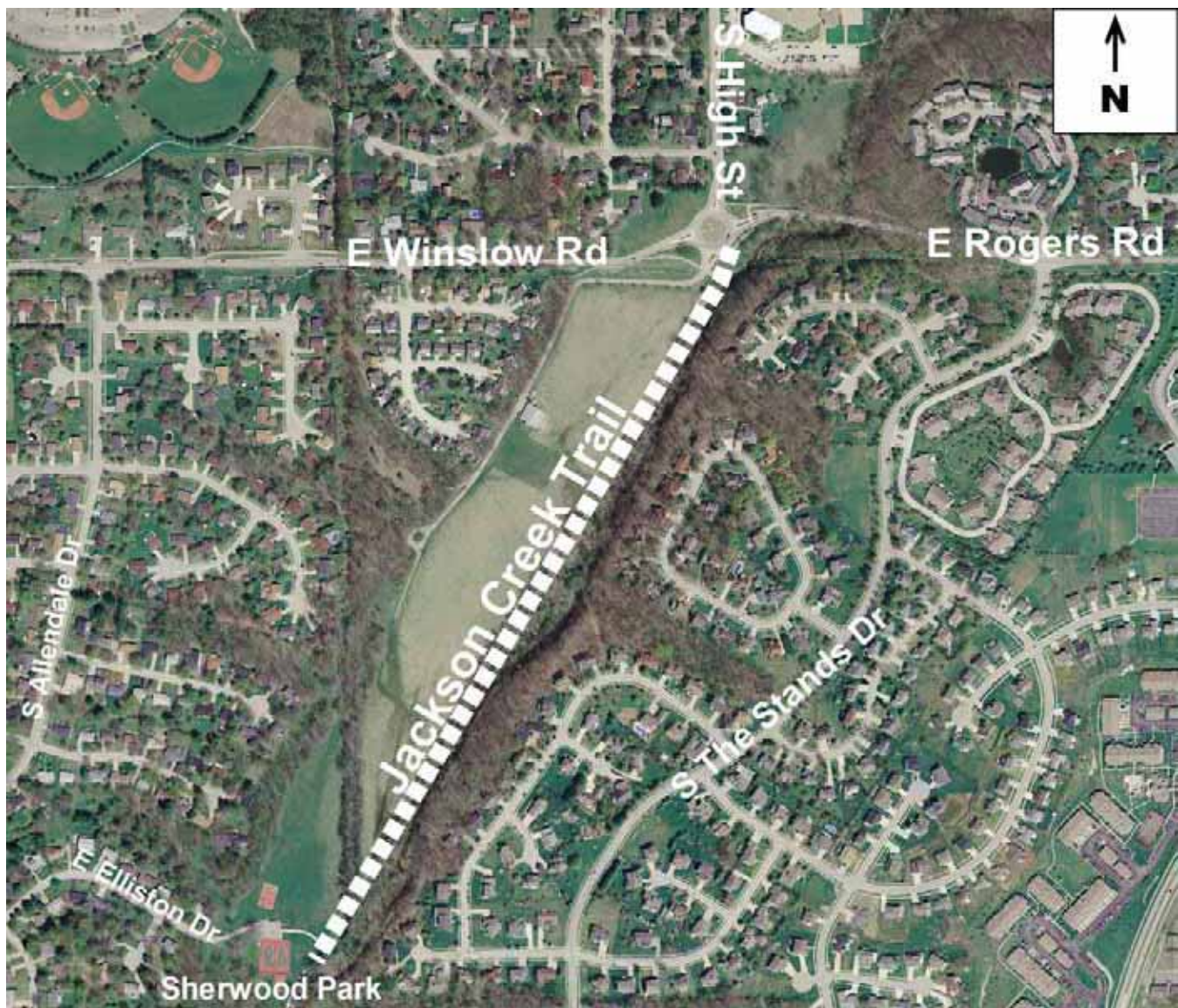
| City of Bloomington Projects                                                                                            |     | Funding Source | Fiscal Year |      |      |      |
|-------------------------------------------------------------------------------------------------------------------------|-----|----------------|-------------|------|------|------|
|                                                                                                                         |     |                | 2009        | 2010 | 2011 | 2012 |
| <b>Project:</b> SR 45/46 Pedestrian Overpass                                                                            | PE  |                |             |      |      |      |
| <b>Location:</b> Intersection of 10th Street & SR 45/46 Bypass                                                          |     |                |             |      |      |      |
| <b>Description:</b> Construction of new pedestrian overpass to facilitate crossing of upgraded State Road 45/46 Bypass. | ROW | State          | \$ 200,000  |      |      |      |
| <b>DES#:</b> 9968230                                                                                                    | CON | STP            |             |      |      |      |
| <b>Support:</b> LRTP, GPP, BATGSP                                                                                       |     | Local          |             |      |      |      |
| <b>Allied Projects:</b> State Road 45/46 Bypass                                                                         |     | <b>TOTAL</b>   | \$ 200,000  | \$ - | \$ - | \$ - |





## Programmed Projects: City of Bloomington

| City of Bloomington Projects                                                                                                        |     | Funding Source | Fiscal Year |      |      |      |
|-------------------------------------------------------------------------------------------------------------------------------------|-----|----------------|-------------|------|------|------|
|                                                                                                                                     |     |                | 2009        | 2010 | 2011 | 2012 |
| <b>Project:</b> Jackson Creek Trail (Phase I)                                                                                       | PE  | Local          | \$ 114,300  |      |      |      |
| <b>Location:</b> Adjacent to Jackson Creek, Rogers Road to Sherwood Oaks Park                                                       |     |                |             |      |      |      |
| <b>Description:</b> Site acquisition, design and construction of a multi-use trail for non-motorized use, including site amenities. | ROW |                |             |      |      |      |
| <b>DES#:</b> 0200987                                                                                                                | CON | TE             | \$ 500,000  |      |      |      |
| <b>Support:</b> LRTP, GPP, BATGSP, PMP                                                                                              |     | Local          | \$ 14,050   |      |      |      |
| <b>Allied Projects:</b> Clear Creek Trail, Bloomington Rail Trail                                                                   |     | <b>TOTAL</b>   | \$ 628,350  | \$ - | \$ - | \$ - |





## Programmed Projects: City of Bloomington

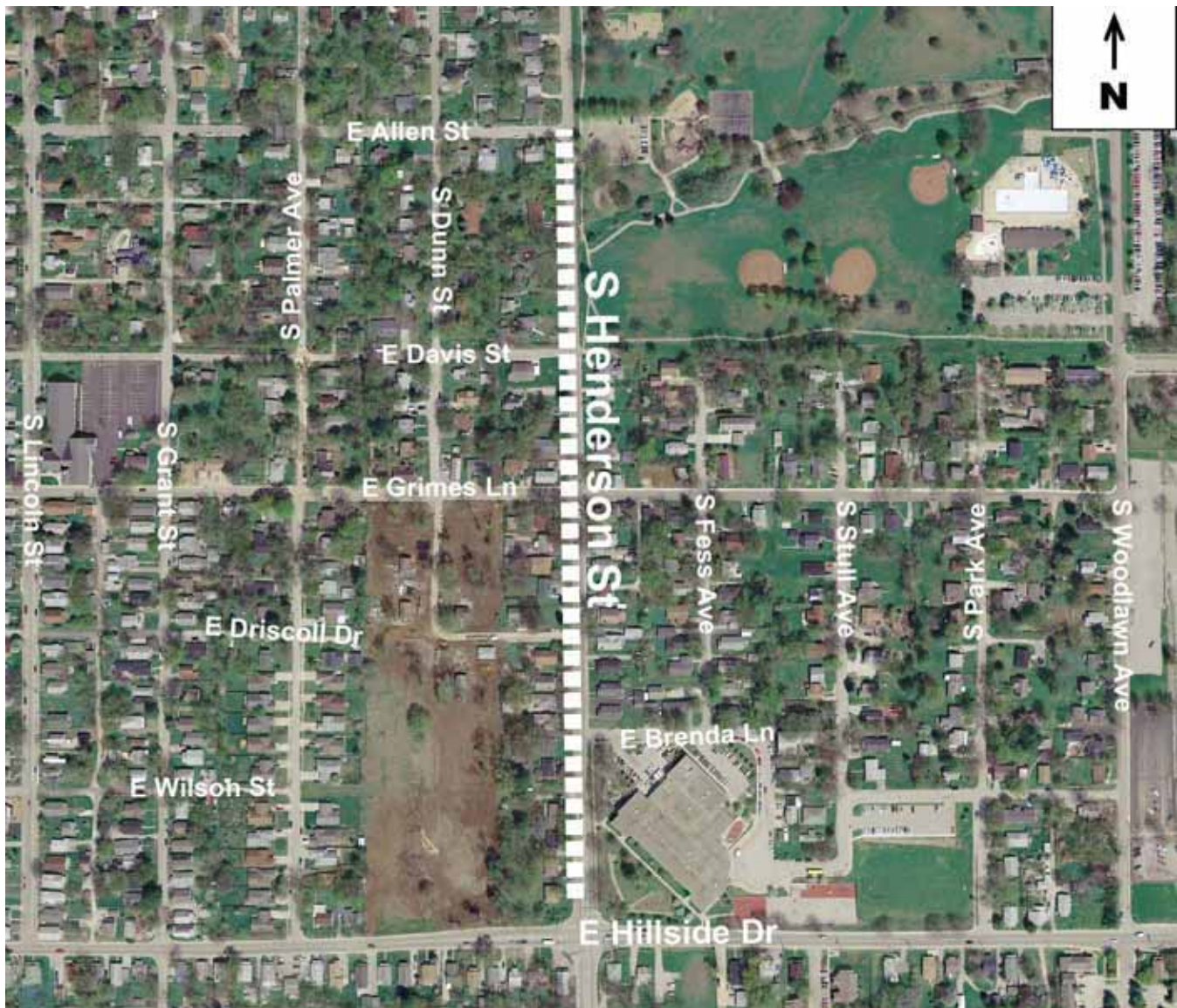
| City of Bloomington Projects                                                            |     | Funding Source | Fiscal Year |           |      |      |
|-----------------------------------------------------------------------------------------|-----|----------------|-------------|-----------|------|------|
|                                                                                         |     |                | 2009        | 2010      | 2011 | 2012 |
| <b>Project:</b> Atwater/Henderson Signal                                                | PE  | Local          | \$ 103,000  |           |      |      |
| <b>Location:</b> Intersection of Atwater & Henderson                                    |     |                |             |           |      |      |
| <b>Description:</b> Intersection safety improvements and installation of traffic signal | ROW | Local          | \$ 40,000   |           |      |      |
| <b>DES#:</b> To be Assigned                                                             | CON | Local          |             | \$ 30,000 |      |      |
| <b>Support:</b> Crash Report                                                            |     |                |             |           |      |      |
| <b>Allied Projects:</b>                                                                 |     | <b>TOTAL</b>   | \$ 143,000  | \$ 30,000 | \$ - | \$ - |





## Programmed Projects: City of Bloomington

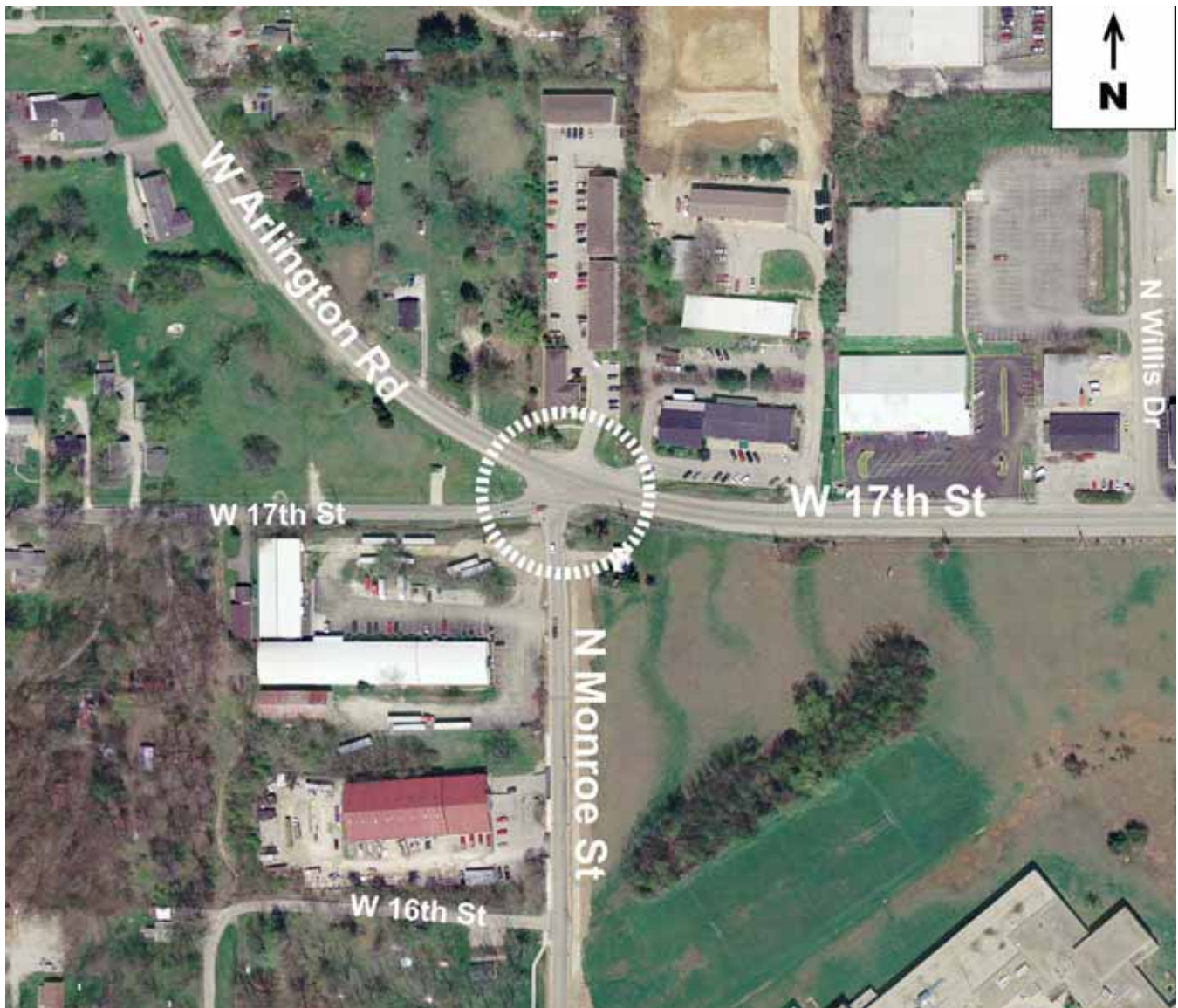
| City of Bloomington Projects                                                                                                       |              | Funding Source | Fiscal Year |      |      |      |
|------------------------------------------------------------------------------------------------------------------------------------|--------------|----------------|-------------|------|------|------|
|                                                                                                                                    |              |                | 2009        | 2010 | 2011 | 2012 |
| <b>Project:</b> Sidewalk Construction                                                                                              |              |                |             |      |      |      |
| <b>Location:</b> Henderson Street between Hillside Drive and Allen Street                                                          | PE           |                |             |      |      |      |
| <b>Description:</b> Safe Routes to School sidewalk construction project to improve safety for children walking to Templeton School | ROW          |                |             |      |      |      |
| <b>DES#:</b> 0800014, 0800041                                                                                                      | CON          | SRTS           | \$ 250,000  |      |      |      |
| <b>Support:</b> BATGSP                                                                                                             |              | Local          | \$ 420,000  |      |      |      |
| <b>Allied Projects:</b>                                                                                                            | <b>TOTAL</b> |                | \$ 670,000  | \$ - | \$ - | \$ - |





## Programmed Projects: City of Bloomington

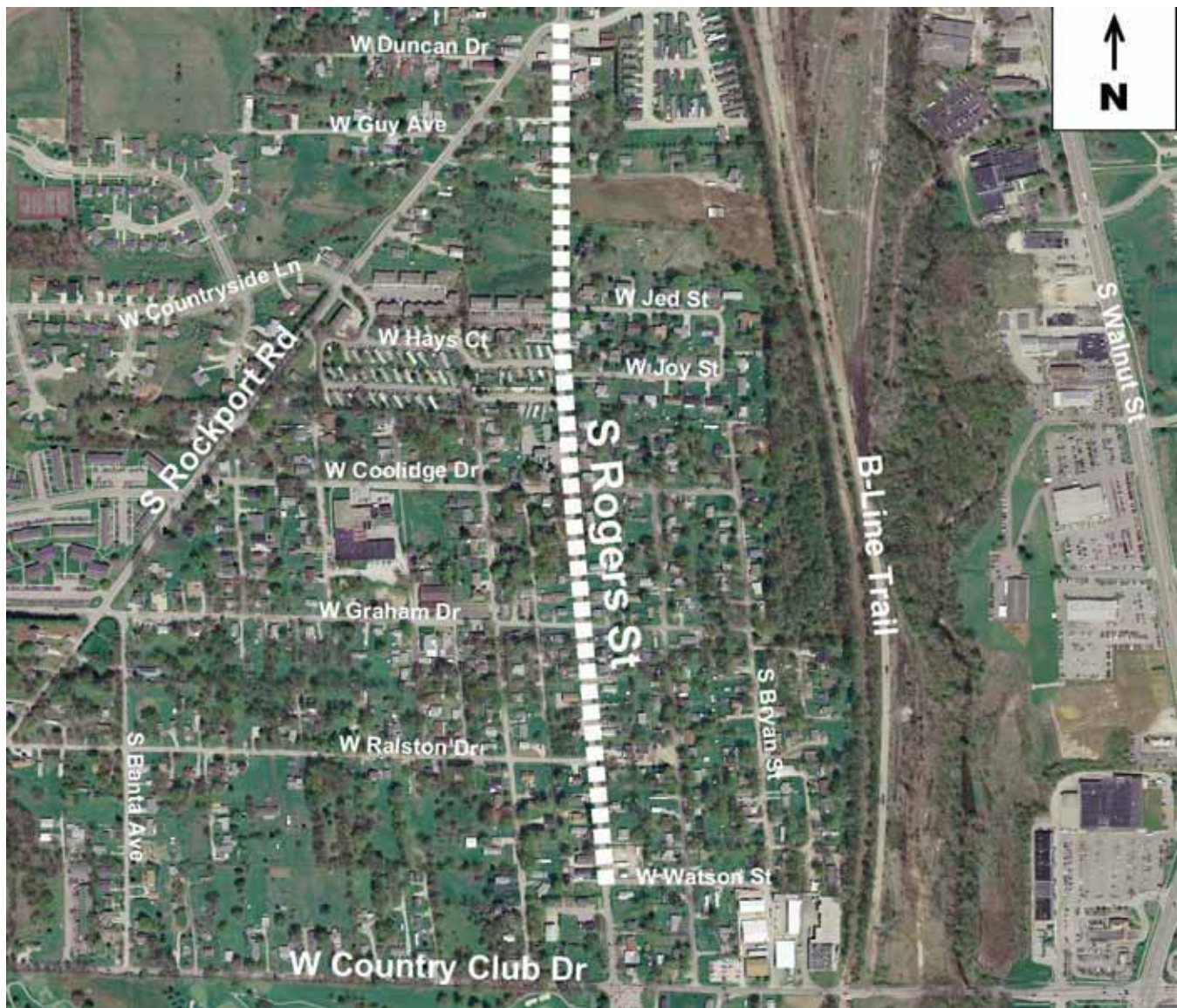
| City of Bloomington Projects                                                                                                                      |  | Funding Source | Fiscal Year |            |            |              |
|---------------------------------------------------------------------------------------------------------------------------------------------------|--|----------------|-------------|------------|------------|--------------|
|                                                                                                                                                   |  |                | 2009        | 2010       | 2011       | 2012         |
| <b>Project:</b> Roundabout Construction                                                                                                           |  | PE             |             | \$ 200,000 |            |              |
| <b>Location:</b> Intersection of Arlington Road, 17th Street and Monroe Street                                                                    |  | Local          |             | \$ 50,000  |            |              |
| <b>Description:</b> Construction of a roundabout to serve this intersection of three streets to improve safety and facilitate better traffic flow |  | STP            |             |            | \$ 700,000 |              |
|                                                                                                                                                   |  | Local          |             |            | \$ 175,000 |              |
| <b>DES#:</b> To be Assigned                                                                                                                       |  | CON            |             |            |            | \$ 2,500,000 |
| <b>Support:</b> BATGSP                                                                                                                            |  | Local          |             |            |            | \$ 625,000   |
| <b>Allied Projects:</b>                                                                                                                           |  | <b>TOTAL</b>   | \$ -        | \$ 250,000 | \$ 875,000 | \$ 3,125,000 |





## Programmed Projects: City of Bloomington

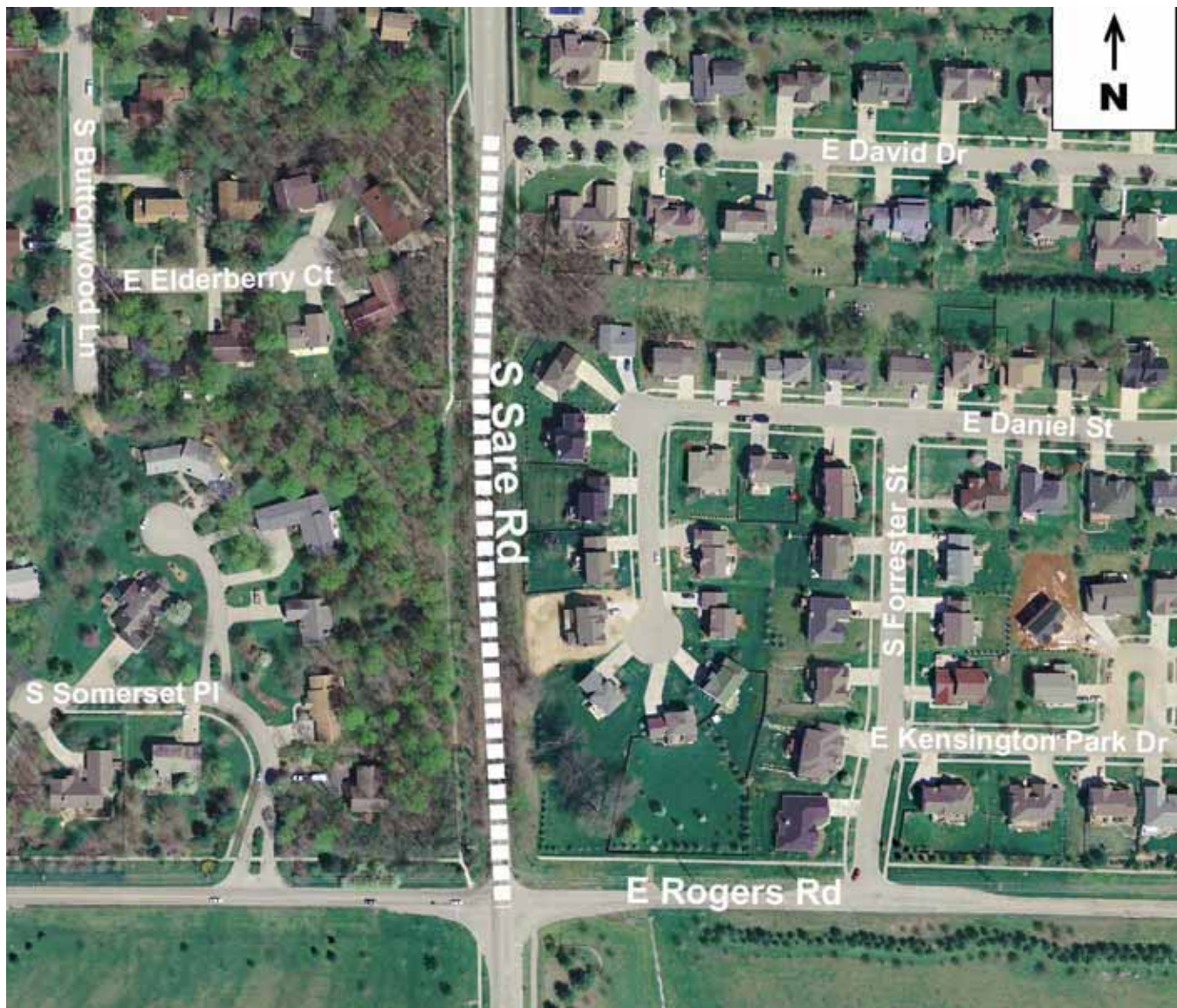
| City of Bloomington Projects                                                                                                                                                               |     | Funding Source | Fiscal Year |            |            |      |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----------------|-------------|------------|------------|------|
|                                                                                                                                                                                            |     |                | 2009        | 2010       | 2011       | 2012 |
| <b>Project:</b> Rogers Street                                                                                                                                                              | PE  |                |             |            |            |      |
| <b>Location:</b> Rockport Road to Watson Street                                                                                                                                            |     |                |             |            |            |      |
| <b>Description:</b> Safety improvements, including bituminous pavement, curb & gutter, drainage appurtenances and improvements, construction of sidewalk and a sidepath. (~.61 miles long) | ROW | STP            |             | \$ 584,000 |            |      |
|                                                                                                                                                                                            |     | Local          |             | \$ 146,000 |            |      |
|                                                                                                                                                                                            | CON | STP            |             |            | \$ 500,000 |      |
| <b>DES#:</b> 0600496                                                                                                                                                                       |     | Local          |             |            | \$ 125,000 |      |
| <b>Support:</b> LRTP, GPP, BATGSP                                                                                                                                                          |     |                |             |            |            |      |
| <b>Allied Projects:</b> B-Line Trail                                                                                                                                                       |     | <b>TOTAL</b>   | \$ -        | \$ 730,000 | \$ 625,000 | \$ - |





## Programmed Projects: City of Bloomington

| City of Bloomington Projects                                                                                                                                                              |     | Funding Source | Fiscal Year |           |            |      |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----------------|-------------|-----------|------------|------|
|                                                                                                                                                                                           |     |                | 2009        | 2010      | 2011       | 2012 |
| <b>Project:</b> Sare Road (Phase I)                                                                                                                                                       | PE  | Local          | \$ 20,000   | \$ 20,000 |            |      |
| <b>Location:</b> Rogers Road to David Drive                                                                                                                                               |     |                |             |           |            |      |
| <b>Description:</b> Road reconstruction, channelized intersections, roundabout construction at Rogers Road intersection, drainage, sidewalks/sidepath, and landscaping. (~.18 miles long) | ROW | Local          |             | \$ 75,000 |            |      |
| <b>DES#:</b> To Be Assigned                                                                                                                                                               |     |                |             |           |            |      |
| <b>Support:</b> LRTP, GPP, BATGSP                                                                                                                                                         | CON | STP            |             |           | \$ 720,000 |      |
| <b>Allied Projects:</b> n/a                                                                                                                                                               |     | Local          |             |           | \$ 180,000 |      |
|                                                                                                                                                                                           |     | <b>TOTAL</b>   | \$ 20,000   | \$ 95,000 | \$ 900,000 | \$ - |





## Programmed Projects: City of Bloomington

| City of Bloomington Projects                                                                                                     |              | Funding Source | Fiscal Year |           |      |      |
|----------------------------------------------------------------------------------------------------------------------------------|--------------|----------------|-------------|-----------|------|------|
|                                                                                                                                  |              |                | 2009        | 2010      | 2011 | 2012 |
| <b>Project:</b> Sare Road (Phase II)                                                                                             |              |                |             |           |      |      |
| <b>Location:</b> McCartney Lane to 400 feet south of Moores Pike                                                                 | PE           |                |             |           |      |      |
| <b>Description:</b> Road reconstruction, channelized intersections, drainage, sidewalks/sidepath, landscaping. (~.39 miles long) | ROW          | Local          |             | \$ 75,000 |      |      |
| <b>DES#:</b> N/A - LOCAL FUNDING ONLY                                                                                            | CON          |                |             |           |      |      |
| <b>Support:</b> LRTP, GPP, ATGSP                                                                                                 |              |                |             |           |      |      |
| <b>Allied Projects:</b> n/a                                                                                                      | <b>TOTAL</b> |                | \$ -        | \$ 75,000 | \$ - | \$ - |





## Programmed Projects: City of Bloomington

| City of Bloomington Projects                                                                                                                                                                                           |     | Funding Source | Fiscal Year |      |              |      |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----------------|-------------|------|--------------|------|
|                                                                                                                                                                                                                        |     |                | 2009        | 2010 | 2011         | 2012 |
| <b>Project:</b> Tapp Road (Phase III)                                                                                                                                                                                  |     |                |             |      |              |      |
| <b>Location:</b> Existing 4-lane section of Tapp Road to 200 feet east of Weimer Road                                                                                                                                  | PE  |                |             |      |              |      |
| <b>Description:</b> Road reconstruction, widen to 4 lanes with channelized intersections, wiring for future signalization, sidewalk/sidepath, possible bike lanes, landscaping, drainage facilities. (~.21 miles long) | ROW | TIF            |             |      | \$ 225,000   |      |
|                                                                                                                                                                                                                        | CON | TIF            |             |      | \$ 2,935,000 |      |
| <b>DES#:</b> N/A - LOCAL FUNDING ONLY                                                                                                                                                                                  |     |                |             |      |              |      |
| <b>Support:</b> LRTP, GPP, BATGSP                                                                                                                                                                                      |     |                |             |      |              |      |
| <b>Allied Projects:</b> Tapp Road (Phase II)                                                                                                                                                                           |     | <b>TOTAL</b>   | \$ -        | \$ - | \$ 3,160,000 | \$ - |



## Programmed Projects: City of Bloomington

| City of Bloomington Projects                                                                                              |     | Funding Source | Fiscal Year |      |              |      |
|---------------------------------------------------------------------------------------------------------------------------|-----|----------------|-------------|------|--------------|------|
|                                                                                                                           |     |                | 2009        | 2010 | 2011         | 2012 |
| <b>Project:</b> Weimer Road Realignment                                                                                   | PE  |                |             |      |              |      |
| <b>Location:</b> Tapp Road to Wapehani Road                                                                               |     |                |             |      |              |      |
| <b>Description:</b> Realignment of Weimer Road to the west of the existing intersection with Tapp Road. (~.50 miles long) | ROW |                |             |      |              |      |
| <b>DES#:</b> N/A - LOCAL FUNDING ONLY                                                                                     | CON | TIF            |             |      | \$ 2,057,189 |      |
| <b>Support:</b> LRTP                                                                                                      |     |                |             |      |              |      |
| <b>Allied Projects:</b> Tapp Road (Phase III)                                                                             |     | <b>TOTAL</b>   | \$ -        | \$ - | \$ 2,057,189 | \$ - |





## Programmed Projects: City of Bloomington

### Summary of Programmed Expenditures:

| Funding Source | Fiscal Year         |                     |                     |                     |                      |
|----------------|---------------------|---------------------|---------------------|---------------------|----------------------|
|                | 2009                | 2010                | 2011                | 2012                | TOTAL                |
| TEA-21         | \$ 1,646,767        | \$ -                | \$ -                | \$ -                | \$ 1,646,767         |
| STP            | \$ -                | \$ 2,540,421        | \$ 2,527,000        | \$ 2,500,000        | \$ 7,567,421         |
| State          | \$ 200,000          | \$ -                | \$ -                | \$ -                | \$ 200,000           |
| TE             | \$ 500,000          | \$ -                | \$ -                | \$ -                | \$ 500,000           |
| SRTS           | \$ 250,000          | \$ -                | \$ -                | \$ -                | \$ 250,000           |
| HSIP           | \$ -                | \$ -                | \$ -                | \$ -                | \$ -                 |
| Bridge         | \$ -                | \$ -                | \$ -                | \$ -                | \$ -                 |
| FTA 5307/5309  | \$ -                | \$ -                | \$ -                | \$ -                | \$ -                 |
| FTA 5310       | \$ -                | \$ -                | \$ -                | \$ -                | \$ -                 |
| FTA 5311       | \$ -                | \$ -                | \$ -                | \$ -                | \$ -                 |
| FTA 5316       | \$ -                | \$ -                | \$ -                | \$ -                | \$ -                 |
| FTA 5317       | \$ -                | \$ -                | \$ -                | \$ -                | \$ -                 |
| PMTF           | \$ -                | \$ -                | \$ -                | \$ -                | \$ -                 |
| Farebox        | \$ -                | \$ -                | \$ -                | \$ -                | \$ -                 |
| Local          | \$ 3,204,655        | \$ 3,214,088        | \$ 6,016,189        | \$ 625,000          | \$ 13,059,932        |
| <b>TOTAL</b>   | <b>\$ 5,801,422</b> | <b>\$ 5,754,509</b> | <b>\$ 8,543,189</b> | <b>\$ 3,125,000</b> | <b>\$ 23,224,120</b> |

**Programmed Projects: Town of Ellettsville**

| Town of Ellettsville Projects                                                                                               |     | Funding Source | Fiscal Year |      |      |      |
|-----------------------------------------------------------------------------------------------------------------------------|-----|----------------|-------------|------|------|------|
|                                                                                                                             |     |                | 2009        | 2010 | 2011 | 2012 |
| <b>Project:</b> Ellettsville Trail                                                                                          | PE  |                |             |      |      |      |
| <b>Location:</b>                                                                                                            |     |                |             |      |      |      |
| <b>Description:</b> Site acquisition and construction of a multi-use trail for non-motorized use, including site amenities. | ROW |                |             |      |      |      |
| <b>DES#:</b> 0301167                                                                                                        | CON | TE             | \$ 169,610  |      |      |      |
| <b>Support:</b> n/a                                                                                                         |     | Local          | \$ 42,403   |      |      |      |
| <b>Allied Projects:</b> B-Line Trail, Ellettsville-Stinesville Trail                                                        |     | <b>TOTAL</b>   | \$ 212,013  | \$ - | \$ - | \$ - |

## Programmed Projects: Richland-Bean Blossom Community School Corporation

| Richland-Bean Blossom Com. School Corp. Projects                                                                                                                  |                  | Funding Source | Fiscal Year |      |      |      |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|----------------|-------------|------|------|------|
|                                                                                                                                                                   |                  |                | 2009        | 2010 | 2011 | 2012 |
|                                                                                                                                                                   |                  |                |             |      |      |      |
| Project: RBBCSC Sidewalk Construction                                                                                                                             | PE<br>ROW<br>CON | SRTS           | \$ 33,000   |      |      |      |
| Location: Reeves Rd./Sale St., Edgewood Dr., Ridge Springs Ln.                                                                                                    |                  |                |             |      |      |      |
| Description: Construction of sidewalks along Reeves Rd./Sale St., Edgewood Dr., and Ridge Springs Ln. to connect the Edgewood campus w/ surrounding neighborhoods |                  |                |             |      |      |      |
| DES#: 0800021                                                                                                                                                     | CON              | SRTS           | \$ 184,381  |      |      |      |
| Support: n/a                                                                                                                                                      |                  |                |             |      |      |      |
| Allied Projects: B-Line Trail, Ellettsville-Stinesville Trail                                                                                                     | TOTAL            |                | \$ 250,000  | \$ - | \$ - | \$ - |





**Programmed Projects: Town of Ellettsville & Richland-Bean Blossom Community School Corporation**

**Summary of Programmed Expenditures:**

| Funding Source | Fiscal Year |      |      |      |            |
|----------------|-------------|------|------|------|------------|
|                | 2009        | 2010 | 2011 | 2012 | TOTAL      |
| TEA-21         | \$ -        | \$ - | \$ - | \$ - | \$ -       |
| STP            | \$ -        | \$ - | \$ - | \$ - | \$ -       |
| State          | \$ -        | \$ - | \$ - | \$ - | \$ -       |
| TE             | \$ 169,610  | \$ - | \$ - | \$ - | \$ 169,610 |
| SRTS           | \$ 250,000  | \$ - | \$ - | \$ - | \$ 250,000 |
| HSIP           | \$ -        | \$ - | \$ - | \$ - | \$ -       |
| Bridge         | \$ -        | \$ - | \$ - | \$ - | \$ -       |
| FTA 5307/5309  | \$ -        | \$ - | \$ - | \$ - | \$ -       |
| FTA 5310       | \$ -        | \$ - | \$ - | \$ - | \$ -       |
| FTA 5311       | \$ -        | \$ - | \$ - | \$ - | \$ -       |
| FTA 5316       | \$ -        | \$ - | \$ - | \$ - | \$ -       |
| FTA 5317       | \$ -        | \$ - | \$ - | \$ - | \$ -       |
| PMTF           | \$ -        | \$ - | \$ - | \$ - | \$ -       |
| Farebox        | \$ -        | \$ - | \$ - | \$ - | \$ -       |
| Local          | \$ 42,403   | \$ - | \$ - | \$ - | \$ 42,403  |
| <b>TOTAL</b>   | \$ 462,013  | \$ - | \$ - | \$ - | \$ 462,013 |

## Programmed Projects: Rural Transit

| Rural Transit Projects                                                                                                                                                                            |              | Fiscal Year  |              |              |              |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|--------------|--------------|--------------|--------------|
|                                                                                                                                                                                                   |              | 2009         | 2010         | 2011         | 2012         |
| <b>Project:</b> Operating Budget                                                                                                                                                                  | FTA 5311     | \$ 567,020   | \$ 580,000   | \$ 600,000   | \$ 640,000   |
| <b>Description:</b> Operating budget assistance.                                                                                                                                                  | Local&PMTF   | \$ 594,690   | \$ 670,000   | \$ 800,000   | \$ 1,010,000 |
| <b>DES#:</b> n/a                                                                                                                                                                                  |              |              |              |              |              |
| <b>Support:</b> Coordinated Plan                                                                                                                                                                  | <b>TOTAL</b> | \$ 1,161,710 | \$ 1,250,000 | \$ 1,400,000 | \$ 1,650,000 |
| <b>Project:</b> Operating Assistance                                                                                                                                                              | FTA 5316     | \$ 61,600    |              |              |              |
| <b>Description:</b> Operating budget to augment service for job access and persons with disabilities                                                                                              | FTA 5317     | \$ 61,600    |              |              |              |
|                                                                                                                                                                                                   | Local        | \$ 140,850   |              |              |              |
| <b>DES#:</b>                                                                                                                                                                                      |              |              |              |              |              |
| <b>Support:</b> Coordinated Plan                                                                                                                                                                  | <b>TOTAL</b> | \$ 264,050   | \$ -         | \$ -         | \$ -         |
| <b>Project:</b> Capital Budget                                                                                                                                                                    | FTA 5311     | \$ 94,000    | \$ 96,000    | \$ 97,600    | \$ 99,200    |
| <b>Description:</b> Capital budget assistance. Replace 2 light transit vehicles w/lift, radios, & emergency equip. each year. Larger vehicle in 2012. Repeater station for mobile radios in 2008. | Local&PMTF   | \$ 23,500    | \$ 24,000    | \$ 24,400    | \$ 24,800    |
|                                                                                                                                                                                                   |              |              |              |              |              |
| <b>DES#:</b> n/a                                                                                                                                                                                  |              |              |              |              |              |
| <b>Support:</b> Coordinated Plan                                                                                                                                                                  | <b>TOTAL</b> | \$ 117,500   | \$ 120,000   | \$ 122,000   | \$ 124,000   |
| <b>Project:</b> Capital Assistance                                                                                                                                                                | FTA 5316     | \$ 38,400    |              |              |              |
| <b>Description:</b> Purchase of 2 diesel light transit vehicles to augment service for job access and persons with disabilities                                                                   | FTA 5317     | \$ 38,400    |              |              |              |
|                                                                                                                                                                                                   | Local        | \$ 19,200    |              |              |              |
| <b>DES#:</b> n/a                                                                                                                                                                                  |              |              |              |              |              |
| <b>Support:</b> Coordinated Plan                                                                                                                                                                  | <b>TOTAL</b> | \$ 96,000    | \$ -         | \$ -         | \$ -         |
| <b>Project:</b> Capital Equipment                                                                                                                                                                 | FTA 5310     | \$ 160,000   |              |              |              |
| <b>Description:</b> Replacement of 4 vehicles with over 250,000 miles                                                                                                                             | Local        | \$ 40,000    |              |              |              |
|                                                                                                                                                                                                   |              |              |              |              |              |
| <b>DES#:</b> n/a                                                                                                                                                                                  |              |              |              |              |              |
| <b>Support:</b> Coordinated Plan                                                                                                                                                                  | <b>TOTAL</b> | \$ 200,000   | \$ -         | \$ -         | \$ -         |

## Programmed Projects: Rural Transit

### Summary of Programmed Expenditures:

| Funding Source | Fiscal Year  |              |              |              |              |
|----------------|--------------|--------------|--------------|--------------|--------------|
|                | 2009         | 2010         | 2011         | 2012         | TOTAL        |
| TEA-21         | \$ -         | \$ -         | \$ -         | \$ -         | \$ -         |
| STP            | \$ -         | \$ -         | \$ -         | \$ -         | \$ -         |
| State          | \$ -         | \$ -         | \$ -         | \$ -         | \$ -         |
| TE             | \$ -         | \$ -         | \$ -         | \$ -         | \$ -         |
| SRTS           | \$ -         | \$ -         | \$ -         | \$ -         | \$ -         |
| HSIP           | \$ -         | \$ -         | \$ -         | \$ -         | \$ -         |
| Bridge         | \$ -         | \$ -         | \$ -         | \$ -         | \$ -         |
| FTA 5307/09    | \$ -         | \$ -         | \$ -         | \$ -         | \$ -         |
| FTA 5310       | \$ 160,000   | \$ -         | \$ -         | \$ -         | \$ 160,000   |
| FTA 5311       | \$ 661,020   | \$ 676,000   | \$ 697,600   | \$ 739,200   | \$ 2,773,820 |
| FTA 5316       | \$ 100,000   | \$ -         | \$ -         | \$ -         | \$ 100,000   |
| FTA 5317       | \$ 100,000   | \$ -         | \$ -         | \$ -         | \$ 100,000   |
| PMTF           | \$ -         | \$ -         | \$ -         | \$ -         | \$ -         |
| Farebox        | \$ -         | \$ -         | \$ -         | \$ -         | \$ -         |
| Local          | \$ 818,240   | \$ 694,000   | \$ 824,400   | \$ 1,034,800 | \$ 3,371,440 |
| TOTAL          | \$ 1,839,260 | \$ 1,370,000 | \$ 1,522,000 | \$ 1,774,000 | \$ 6,505,260 |



## Programmed Projects: Bloomington Transit

| Bloomington Transit Projects                                                                                                                        |              | Fiscal Year  |              |              |              |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|--------------|--------------|--------------|--------------|--------------|
|                                                                                                                                                     |              | 2009         | 2010         | 2011         | 2012         |
| <b>Project:</b> Operational Assistance                                                                                                              | FTA 5307     | \$ 936,000   | \$ 973,440   | \$ 1,012,378 | \$ 1,052,873 |
| <b>Description:</b> Federal, State and Local Assistance for the operation of BT's fixed route & Access Service including late weeknight servic.     | FTA 5316     | \$ 208,000   | \$ 216,320   | \$ 224,973   | \$ 233,972   |
|                                                                                                                                                     | FTA 5317     | \$ 26,000    | \$ 27,040    | \$ 28,122    | \$ 29,246    |
|                                                                                                                                                     | PMTF         | \$ 2,052,272 | \$ 2,134,363 | \$ 2,219,737 | \$ 2,308,527 |
|                                                                                                                                                     | Local        | \$ 1,742,000 | \$ 1,811,680 | \$ 1,884,147 | \$ 1,959,513 |
| <b>DES#:</b> n/a                                                                                                                                    | Fares        | \$ 1,185,600 | \$ 1,233,024 | \$ 1,282,345 | \$ 1,333,639 |
| <b>Support:</b> LRTP, GPP, TDP                                                                                                                      | <b>TOTAL</b> | \$ 6,149,872 | \$ 6,395,867 | \$ 6,651,702 | \$ 6,917,770 |
| <b>Project:</b> 35 Foot Buses                                                                                                                       | FTA 5307     | \$ 816,000   |              |              |              |
| <b>Description:</b> Purchase of new 35-foot buses.                                                                                                  | Local        | \$ 204,000   |              |              |              |
|                                                                                                                                                     |              |              |              |              |              |
| <b>DES#:</b> n/a                                                                                                                                    |              |              |              |              |              |
| <b>Support:</b> LRTP, TDP                                                                                                                           | <b>TOTAL</b> | \$ 1,020,000 | \$ -         | \$ -         | \$ -         |
| <b>Project:</b> 25 Foot Buses                                                                                                                       | FTA 5307     |              |              | \$ 60,000    | \$ 62,400    |
| <b>Description:</b> Purchase of new 25-foot buses.                                                                                                  | Local        |              |              | \$ 15,000    | \$ 15,600    |
|                                                                                                                                                     |              |              |              |              |              |
| <b>DES#:</b> n/a                                                                                                                                    |              |              |              |              |              |
| <b>Support:</b> LRTP, TDP                                                                                                                           | <b>TOTAL</b> | \$ -         | \$ -         | \$ 75,000    | \$ 78,000    |
| <b>Project:</b> 40 Foot Buses                                                                                                                       | FTA 5307     | \$ 560,000   | \$ 291,200   |              |              |
| <b>Description:</b> Purchase of 40 foot buses                                                                                                       | Local        | \$ 140,000   | \$ 72,800    |              |              |
|                                                                                                                                                     |              |              |              |              |              |
| <b>DES#:</b> n/a                                                                                                                                    |              |              |              |              |              |
| <b>Support:</b> LRTP, TDP                                                                                                                           | <b>TOTAL</b> | \$ 700,000   | \$ 364,000   | \$ -         | \$ -         |
| <b>Project:</b> BT Access Vehicles                                                                                                                  | FTA 5307     | \$ 67,492    | \$ 70,192    | \$ 72,999    | \$ 75,919    |
| <b>Description:</b> Capitalize BT Access vehicles for use in Paratransit service.                                                                   | Local        | \$ 16,873    | \$ 17,548    | \$ 18,250    | \$ 18,980    |
|                                                                                                                                                     |              |              |              |              |              |
| <b>DES#:</b> n/a                                                                                                                                    |              |              |              |              |              |
| <b>Support:</b> LRTP, TDP                                                                                                                           | <b>TOTAL</b> | \$ 84,365    | \$ 87,740    | \$ 91,249    | \$ 94,899    |
| <b>Project:</b> Downtown Transfer Facility                                                                                                          | FTA 5309     | \$ 5,326,198 |              |              |              |
| <b>Description:</b> Environmental assessment, land acquisition, architectural design & engineering, and construction of Downtown Transfer Facility. | Local        | \$ 1,331,550 |              |              |              |
|                                                                                                                                                     |              |              |              |              |              |
| <b>DES#:</b> n/a                                                                                                                                    |              |              |              |              |              |
| <b>Support:</b> LRTP, GPP, TDP                                                                                                                      | <b>TOTAL</b> | \$ 6,657,748 | \$ -         | \$ -         | \$ -         |
| <b>Project:</b> Passenger Shelters                                                                                                                  | FTA 5307     |              | \$ 21,600    |              | \$ 23,363    |
| <b>Description:</b> Purchase of passenger shelter for BT stops.                                                                                     | Local        |              | \$ 5,400     |              | \$ 5,841     |
|                                                                                                                                                     |              |              |              |              |              |
| <b>DES#:</b> n/a                                                                                                                                    |              |              |              |              |              |
| <b>Support:</b> LRTP, GPP, TDP                                                                                                                      | <b>TOTAL</b> | \$ -         | \$ 27,000    | \$ -         | \$ 29,203    |

## Programmed Projects: Bloomington Transit

| Bloomington Transit Projects                                                         |              | Fiscal Year |           |           |           |
|--------------------------------------------------------------------------------------|--------------|-------------|-----------|-----------|-----------|
|                                                                                      |              | 2009        | 2010      | 2011      | 2012      |
| <b>Project:</b> Fare Collection Equipment                                            | FTA 5307     | \$ 344,000  |           |           |           |
| <b>Description:</b> Upgrade and/or replace fare collection equipment.                | Local        | \$ 86,000   |           |           |           |
| <b>DES#:</b> n/a                                                                     |              |             |           |           |           |
| <b>Support:</b> LRTP, TDP                                                            | <b>TOTAL</b> | \$ 430,000  | \$ -      | \$ -      | \$ -      |
| <b>Project:</b> Maintenance                                                          | FTA 5307     | \$ 61,868   | \$ 64,343 | \$ 66,916 | \$ 69,593 |
| <b>Description:</b> Capitalize the purchase of engine/transmission rebuilds & tires. | Local        | \$ 14,872   | \$ 15,467 | \$ 16,086 | \$ 16,729 |
| <b>DES#:</b> n/a                                                                     |              |             |           |           |           |
| <b>Support:</b> LRTP, TDP                                                            | <b>TOTAL</b> | \$ 76,740   | \$ 79,810 | \$ 83,002 | \$ 86,322 |

## Programmed Projects: Bloomington Transit

### Summary of Programmed Expenditures:

| Funding Source | Fiscal Year   |              |              |              |               |
|----------------|---------------|--------------|--------------|--------------|---------------|
|                | 2009          | 2010         | 2011         | 2012         | TOTAL         |
| TEA-21         | \$ -          | \$ -         | \$ -         | \$ -         | \$ -          |
| STP            | \$ -          | \$ -         | \$ -         | \$ -         | \$ -          |
| State          | \$ -          | \$ -         | \$ -         | \$ -         | \$ -          |
| TE             | \$ -          | \$ -         | \$ -         | \$ -         | \$ -          |
| SRTS           | \$ -          | \$ -         | \$ -         | \$ -         | \$ -          |
| HSIP           | \$ -          | \$ -         | \$ -         | \$ -         | \$ -          |
| Bridge         | \$ -          | \$ -         | \$ -         | \$ -         | \$ -          |
| FTA 5307/5309  | \$ 8,111,558  | \$ 1,420,774 | \$ 1,212,293 | \$ 1,284,148 | \$ 12,028,773 |
| FTA 5310       | \$ -          | \$ -         | \$ -         | \$ -         | \$ -          |
| FTA 5311       | \$ -          | \$ -         | \$ -         | \$ -         | \$ -          |
| FTA 5316       | \$ 208,000    | \$ 216,320   | \$ 224,973   | \$ 233,972   | \$ 883,265    |
| FTA 5317       | \$ 26,000     | \$ 27,040    | \$ 28,122    | \$ 29,246    | \$ 110,408    |
| PMTF           | \$ 2,052,272  | \$ 2,134,363 | \$ 2,219,737 | \$ 2,308,527 | \$ 8,714,899  |
| Farebox        | \$ 1,185,600  | \$ 1,233,024 | \$ 1,282,345 | \$ 1,333,639 | \$ 5,034,608  |
| Local          | \$ 3,535,295  | \$ 1,922,895 | \$ 1,933,483 | \$ 2,016,663 | \$ 9,408,335  |
| <b>TOTAL</b>   | \$ 15,118,725 | \$ 6,954,416 | \$ 6,900,953 | \$ 7,206,194 | \$ 36,180,288 |

## Programmed Projects: Indiana University Transit

| Indiana University Transit Projects                                                                             |              | Fiscal Year  |              |            |            |
|-----------------------------------------------------------------------------------------------------------------|--------------|--------------|--------------|------------|------------|
|                                                                                                                 |              | 2009         | 2010         | 2011       | 2012       |
| <b>Project:</b> Park & Ride Improvements                                                                        | FTA 5309     | \$ 1,500,000 |              |            |            |
| <b>Description:</b> Physical improvements to the IU Park & Ride station at the IU Football Stadium parking lot. | Local        | \$ 300,000   |              |            |            |
| <b>DES#:</b> n/a                                                                                                |              |              |              |            |            |
| <b>Support:</b> n/a                                                                                             |              |              |              |            |            |
|                                                                                                                 | <b>TOTAL</b> | \$ 1,800,000 | \$ -         | \$ -       | \$ -       |
| <b>Project:</b> Fleet Expansion                                                                                 | FTA 5309     |              | \$ 852,000   |            |            |
| <b>Description:</b> Three 40' diesel buses                                                                      | Local        |              | \$ 213,000   |            |            |
| <b>DES#:</b> n/a                                                                                                |              |              |              |            |            |
| <b>Support:</b> n/a                                                                                             |              |              |              |            |            |
|                                                                                                                 | <b>TOTAL</b> | \$ -         | \$ 1,065,000 | \$ -       | \$ -       |
| <b>Project:</b> Passenger Amenities                                                                             | FTA 5309     |              | \$ 160,000   | \$ 160,000 | \$ 160,000 |
| <b>Description:</b> Passenger shelters                                                                          | Local        |              | \$ 40,000    | \$ 40,000  | \$ 40,000  |
| <b>DES#:</b> n/a                                                                                                |              |              |              |            |            |
| <b>Support:</b> n/a                                                                                             |              |              |              |            |            |
|                                                                                                                 | <b>TOTAL</b> |              | \$ 200,000   | \$ 200,000 | \$ 200,000 |
| <b>Project:</b> Garage Safety and Efficiency                                                                    | FTA 5309     |              | \$ 80,000    | \$ 80,000  | \$ 80,000  |
| <b>Description:</b> Miscellaneous capital equipment                                                             | Local        |              | \$ 20,000    | \$ 20,000  | \$ 20,000  |
| <b>DES#:</b> n/a                                                                                                |              |              |              |            |            |
| <b>Support:</b> n/a                                                                                             |              |              |              |            |            |
|                                                                                                                 | <b>TOTAL</b> |              | \$ 100,000   | \$ 100,000 | \$ 100,000 |

## Programmed Projects: Indiana University Transit

### Summary of Programmed Expenditures:

| Funding Source | Fiscal Year  |              |            |            |              |
|----------------|--------------|--------------|------------|------------|--------------|
|                | 2009         | 2010         | 2011       | 2012       | TOTAL        |
| TEA-21         | \$ -         | \$ -         | \$ -       | \$ -       | \$ -         |
| STP            | \$ -         | \$ -         | \$ -       | \$ -       | \$ -         |
| State          | \$ -         | \$ -         | \$ -       | \$ -       | \$ -         |
| TE             | \$ -         | \$ -         | \$ -       | \$ -       | \$ -         |
| SRTS           | \$ -         | \$ -         | \$ -       | \$ -       | \$ -         |
| HSIP           | \$ -         | \$ -         | \$ -       | \$ -       | \$ -         |
| Bridge         | \$ -         | \$ -         | \$ -       | \$ -       | \$ -         |
| FTA 5307/09    | \$ 1,500,000 | \$ 1,092,000 | \$ 240,000 | \$ 240,000 | \$ 3,072,000 |
| FTA 5310       | \$ -         | \$ -         | \$ -       | \$ -       | \$ -         |
| FTA 5311       | \$ -         | \$ -         | \$ -       | \$ -       | \$ -         |
| FTA 5316       | \$ -         | \$ -         | \$ -       | \$ -       | \$ -         |
| FTA 5317       | \$ -         | \$ -         | \$ -       | \$ -       | \$ -         |
| PMTF           | \$ -         | \$ -         | \$ -       | \$ -       | \$ -         |
| Farebox        | \$ -         | \$ -         | \$ -       | \$ -       | \$ -         |
| Local          | \$ 300,000   | \$ 273,000   | \$ 60,000  | \$ 60,000  | \$ 693,000   |
| <b>TOTAL</b>   | \$ 1,800,000 | \$ 1,365,000 | \$ 300,000 | \$ 300,000 | \$ 3,765,000 |



## Listing of Local Public Agency Projects by Year

The following set of tables and charts represents a compilation of annual expenditures and the funding sources for all local projects (note: these tables do not include information about Indiana Department of Transportation projects). It should be noted that 5% of available STP funding has been set aside in a Change Order Reserve. The intent of setting aside this money is to provide a source of revenue to cover project cost overruns. Any use of funds from this reserve will be subject to the MPO's Change Order Policy.

2009 Local Public Agency Project Listing

| 2009 Local Projects |                                       |     |               |  |            |  |  |            |              |  |            |            |           |              |              |              |              |
|---------------------|---------------------------------------|-----|---------------|--|------------|--|--|------------|--------------|--|------------|------------|-----------|--------------|--------------|--------------|--------------|
| BL                  | Alwater Ave/Henderson St. Signal      | PE  |               |  |            |  |  |            |              |  |            |            |           |              |              |              |              |
| BL                  | Alwater Ave/Henderson St. Signal      | ROW |               |  |            |  |  |            |              |  |            |            |           |              |              |              |              |
| BL                  | SR 45/46 Pedestrian Overpass          | PE  |               |  | \$ 200,000 |  |  |            |              |  |            |            |           |              |              |              |              |
| BL                  | N. Campus Area Study                  | PE  | \$ 60,000     |  |            |  |  |            |              |  |            |            |           |              |              |              |              |
| BL                  | Jackson Creek Trail                   | CON |               |  |            |  |  |            |              |  |            |            |           |              |              |              |              |
| BL                  | Jackson Creek Trail                   | CON |               |  | \$ 500,000 |  |  |            |              |  |            |            |           |              |              |              |              |
| BL                  | West 3rd Street                       | ROW | \$ 1,586,767  |  |            |  |  |            |              |  |            |            |           |              |              |              |              |
| BL                  | West 3rd Street                       | CON |               |  |            |  |  |            |              |  |            |            |           |              |              |              |              |
| BL                  | Sidewalk Construction                 | CON |               |  |            |  |  |            |              |  |            |            |           |              |              |              |              |
| BL                  | Sare Road (Phase I)                   | PE  |               |  |            |  |  |            | \$ 250,000   |  |            |            |           |              |              |              |              |
| MC                  | Vernal Pike (Phase II)                | CON |               |  |            |  |  |            |              |  |            |            |           |              |              |              |              |
| MC                  | Smith and Rogers Realignment          | CON | \$ 3,461,140  |  |            |  |  |            |              |  |            |            |           |              |              |              |              |
| MC                  | Fullerton Pike/Gordon Pike/Rhorer Rd. | PE  | \$ 56,132     |  |            |  |  | \$ 554,000 |              |  |            |            |           |              |              |              |              |
| PE                  | Fullerton Pike/Gordon Pike/Rhorer Rd. | PE  |               |  |            |  |  |            |              |  |            |            |           |              |              |              |              |
| MC                  | Mt. Tabor Road Bridge #33             | PE  |               |  |            |  |  |            |              |  |            |            |           |              |              |              |              |
| MC                  | Karst Farm Greenway (Phase I)         | ROW |               |  |            |  |  |            |              |  |            |            |           |              |              |              |              |
| MCCSC               | Bike/Ped Education                    | n/a |               |  |            |  |  |            | \$ 75,000    |  |            |            |           |              |              |              |              |
| MCCSC               | Batchelor Middle Infrastructure       | PE  |               |  |            |  |  |            | \$ 10,000    |  |            |            |           |              |              |              |              |
| MCCSC               | Batchelor Middle Infrastructure       | CON |               |  |            |  |  |            | \$ 50,000    |  |            |            |           |              |              |              |              |
| EV                  | Ellettsville Trail                    | CON |               |  | \$ 169,610 |  |  |            |              |  |            |            |           |              |              |              |              |
| RBBSC               | Edgewood Sidewalks                    | PE  |               |  |            |  |  |            | \$ 33,000    |  |            |            |           |              |              |              |              |
| RBBSC               | Edgewood Sidewalks                    | ROW |               |  |            |  |  |            | \$ 32,619    |  |            |            |           |              |              |              |              |
| RBBSC               | Edgewood Sidewalks                    | CON |               |  |            |  |  |            | \$ 184,381   |  |            |            |           |              |              |              |              |
| BT                  | Operational Assistance                | n/a |               |  |            |  |  |            | \$ 936,000   |  |            | \$ 208,000 | \$ 26,000 | \$ 2,052,272 | \$ 1,185,600 | \$ 1,742,000 | \$ 6,149,872 |
| BT                  | 35 Foot Buses                         | n/a |               |  |            |  |  |            | \$ 816,000   |  |            |            |           |              |              | \$ 204,000   | \$ 1,020,000 |
| BT                  | 40 Foot Buses                         | n/a |               |  |            |  |  |            | \$ 560,000   |  |            |            |           |              |              | \$ 140,000   | \$ 700,000   |
| BT                  | Maintenance                           | n/a |               |  |            |  |  |            | \$ 61,868    |  |            |            |           |              |              | \$ 14,872    | \$ 76,740    |
| BT                  | Access Vehicles                       | n/a |               |  |            |  |  |            | \$ 67,492    |  |            |            |           |              |              | \$ 16,873    | \$ 84,365    |
| BT                  | Downtown Transfer Facility            | n/a |               |  |            |  |  |            | \$ 5,326,198 |  |            |            |           |              |              | \$ 1,331,550 | \$ 6,657,748 |
| BT                  | Fare Collection Equipment             | n/a |               |  |            |  |  |            | \$ 344,000   |  |            |            |           |              |              | \$ 86,000    | \$ 430,000   |
| IU                  | Park and Ride Improvements            | n/a |               |  |            |  |  |            | \$ 1,500,000 |  |            |            |           |              |              | \$ 300,000   | \$ 1,800,000 |
| RT                  | Operating Budget                      | n/a |               |  |            |  |  |            |              |  | \$ 567,020 |            |           |              |              | \$ 594,690   | \$ 1,161,710 |
| RT                  | Operating Assistance                  | n/a |               |  |            |  |  |            |              |  |            | \$ 61,600  | \$ 61,600 |              |              | \$ 140,850   | \$ 264,050   |
| RT                  | Capital Assistance                    | n/a |               |  |            |  |  |            |              |  |            | \$ 38,400  | \$ 38,400 |              |              | \$ 19,200    | \$ 96,000    |
| RT                  | Capital Budget                        | n/a |               |  |            |  |  |            |              |  |            |            |           |              |              | \$ 23,500    | \$ 117,500   |
| RT                  | Capital Equipment                     | n/a |               |  |            |  |  |            |              |  | \$ 94,000  |            |           |              |              | \$ 40,000    | \$ 200,000   |
| MPO                 | 5% Change Order Reserve               | n/a |               |  |            |  |  |            |              |  |            |            |           |              |              |              |              |
|                     |                                       |     | \$ 136,043    |  |            |  |  |            |              |  |            |            |           |              |              |              |              |
|                     |                                       |     | \$ 3,653,315  |  |            |  |  |            |              |  |            |            |           |              |              |              |              |
|                     |                                       |     | \$ 1,646,767  |  |            |  |  |            |              |  |            |            |           |              |              |              |              |
|                     |                                       |     | \$ 101,610    |  |            |  |  |            |              |  |            |            |           |              |              |              |              |
|                     |                                       |     | \$ 1,185,600  |  |            |  |  |            |              |  |            |            |           |              |              |              |              |
|                     |                                       |     | \$ 33,160,088 |  |            |  |  |            |              |  |            |            |           |              |              |              |              |

2010 Local Public Agency Project Listing

| 2010 Local Projects                      | Phase | TEA-21 | STP          | State | TE           | SRTS | HSIP | Bridge     | FTA 5307/09 | FTA 5310     | FTA 5311 | FTA 5316   | FTA 5317  | PMTF         | Farebox      | Local        | TOTAL         |
|------------------------------------------|-------|--------|--------------|-------|--------------|------|------|------------|-------------|--------------|----------|------------|-----------|--------------|--------------|--------------|---------------|
| BL West 3rd St.                          | CON   |        | \$ 1,756,421 |       |              |      |      |            |             |              |          |            |           |              |              | \$ 2,818,088 | \$ 4,574,509  |
| BL Rogers Street                         | ROW   |        | \$ 584,000   |       |              |      |      |            |             |              |          |            |           |              |              | \$ 146,000   | \$ 730,000    |
| BL Sare Road (Phase I)                   | PE    |        |              |       |              |      |      |            |             |              |          |            |           |              |              | \$ 20,000    | \$ 20,000     |
| BL Sare Road (Phase II)                  | ROW   |        |              |       |              |      |      |            |             |              |          |            |           |              |              | \$ 75,000    | \$ 75,000     |
| BL Sare Road (Phase II)                  | ROW   |        |              |       |              |      |      |            |             |              |          |            |           |              |              | \$ 75,000    | \$ 75,000     |
| BL 17th St/Arlington Rd Roundabout       | PE    |        | \$ 200,000   |       |              |      |      |            |             |              |          |            |           |              |              | \$ 50,000    | \$ 250,000    |
| BL Alwater/Henderson Signal              | CON   |        |              |       |              |      |      |            |             |              |          |            |           |              |              | \$ 30,000    | \$ 30,000     |
| MC Karst Farm Greenway (Phase I)         | CON   |        |              |       | \$ 1,000,000 |      |      |            |             |              |          |            |           |              |              | \$ 257,000   | \$ 1,257,000  |
| MC Bridge Inventory (Phases I & II)      | PE    |        |              |       |              |      |      |            |             |              |          |            |           |              |              | \$ 25,920    | \$ 129,600    |
| MC Mt. Tabor Road Bridge #33             | PE    |        |              |       |              |      |      | \$ 103,680 |             |              |          |            |           |              |              | \$ 50,000    | \$ 50,000     |
| MC Fullerton Pike/Gordon Pike/Rhorer Rd. | PE    |        |              |       |              |      |      |            |             |              |          |            |           |              |              | \$ 550,000   | \$ 550,000    |
| BT Operational Assistance                | n/a   |        |              |       |              |      |      |            | \$ 973,440  |              |          | \$ 216,320 | \$ 27,040 | \$ 2,134,363 | \$ 1,233,024 | \$ 1,811,680 | \$ 6,995,887  |
| BT 40 Foot Buses                         | n/a   |        |              |       |              |      |      |            | \$ 291,200  |              |          |            |           |              |              | \$ 5,400     | \$ 296,600    |
| BT Passenger Shelters                    | n/a   |        |              |       |              |      |      |            | \$ 21,600   |              |          |            |           |              |              | \$ 72,800    | \$ 94,400     |
| BT Maintenance                           | n/a   |        |              |       |              |      |      |            | \$ 64,343   |              |          |            |           |              |              | \$ 15,467    | \$ 79,810     |
| BT Access Vehicles                       | n/a   |        |              |       |              |      |      |            | \$ 70,192   |              |          |            |           |              |              | \$ 17,348    | \$ 87,540     |
| BT Passenger Amenities                   | n/a   |        |              |       |              |      |      |            | \$ 160,000  |              |          |            |           |              |              | \$ 40,000    | \$ 200,000    |
| IU Fleet Expansion                       | n/a   |        |              |       |              |      |      |            | \$ 852,000  |              |          |            |           |              |              | \$ 213,000   | \$ 1,065,000  |
| IU Garage Safety and Efficiency          | n/a   |        |              |       |              |      |      |            | \$ 80,000   |              |          |            |           |              |              | \$ 20,000    | \$ 100,000    |
| IU Operating Budget                      | n/a   |        |              |       |              |      |      |            |             | \$ 580,000   |          |            |           |              |              | \$ 670,000   | \$ 1,260,000  |
| RT Capital Budget                        | n/a   |        |              |       |              |      |      |            |             | \$ 96,000    |          |            |           |              |              | \$ 24,000    | \$ 120,000    |
| RT 5% Change Order Reserve               | n/a   |        |              |       |              |      |      |            |             |              |          |            |           |              |              | \$ 136,043   | \$ 136,043    |
| <b>TOTAL</b>                             |       | \$ -   | \$ -         | \$ -  | \$ -         | \$ - | \$ - | \$ -       | \$ 103,680  | \$ 2,512,774 | \$ -     | \$ 216,320 | \$ 27,040 | \$ 2,134,363 | \$ 1,233,024 | \$ 6,995,903 | \$ 17,566,569 |

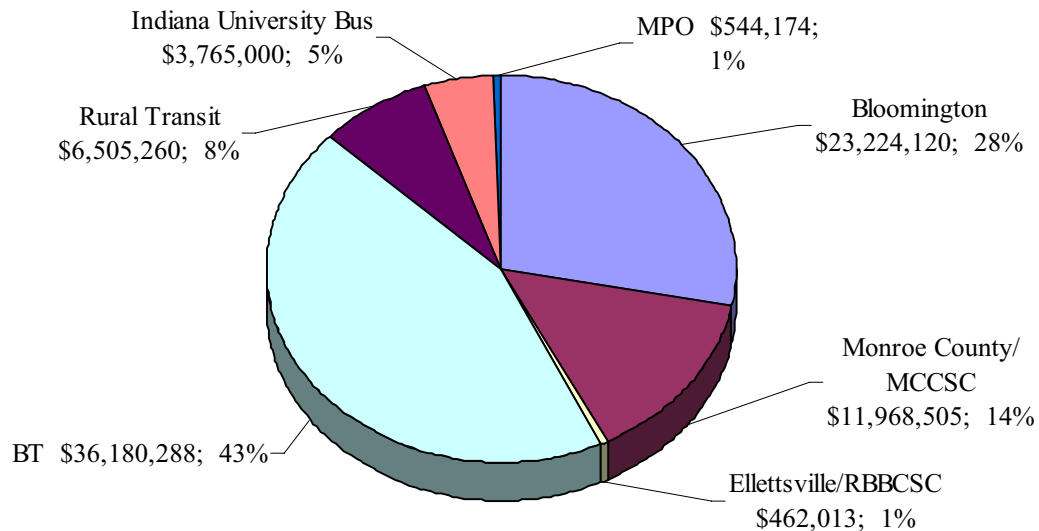
2011 Local Public Agency Project Listing

| 2011 Local Projects                      | Phase | TEA-21 | STP        | State | TE   | SRTS | HSIP | Bridge | FTA 5307/09  | FTA 5310   | FTA 5311 | FTA 5316   | FTA 5317  | PMTF         | Farebox      | Local        | TOTAL         |
|------------------------------------------|-------|--------|------------|-------|------|------|------|--------|--------------|------------|----------|------------|-----------|--------------|--------------|--------------|---------------|
| BL West 3rd St.                          | CON   |        | \$ 607,000 |       |      |      |      |        |              |            |          |            |           |              |              | \$ 319,000   | \$ 926,000    |
| BL Rogers Street                         | CON   |        | \$ 500,000 |       |      |      |      |        |              |            |          |            |           |              |              | \$ 125,000   | \$ 625,000    |
| BL Sare Road (Phase I)                   | CON   |        | \$ 720,000 |       |      |      |      |        |              |            |          |            |           |              |              | \$ 180,000   | \$ 900,000    |
| BL Tapp Road (Phase II)                  | CON   |        |            |       |      |      |      |        |              |            |          |            |           |              |              | \$ 225,000   | \$ 225,000    |
| BL Tapp Road (Phase II)                  | CON   |        |            |       |      |      |      |        |              |            |          |            |           |              |              | \$ 2,935,000 | \$ 2,935,000  |
| BL 17th St/Arlington Rd Roundabout       | ROW   |        | \$ 700,000 |       |      |      |      |        |              |            |          |            |           |              |              | \$ 175,000   | \$ 875,000    |
| BL Weiner Road Realignment               | CON   |        |            |       |      |      |      |        |              |            |          |            |           |              |              | \$ 2,057,189 | \$ 2,057,189  |
| MC Fullerton Pike/Gordon Pike/Rhorer Rd. | PE    |        |            |       |      |      |      |        |              |            |          |            |           |              |              | \$ 550,000   | \$ 550,000    |
| MC Mt. Tabor Road Bridge #33             | PE    |        |            |       |      |      |      |        |              |            |          |            |           |              |              | \$ 50,000    | \$ 50,000     |
| BT Operational Assistance                | n/a   |        |            |       |      |      |      |        | \$ 1,012,378 |            |          | \$ 224,973 | \$ 28,122 | \$ 2,219,737 | \$ 1,282,345 | \$ 1,894,147 | \$ 6,651,702  |
| BT Maintenance                           | n/a   |        |            |       |      |      |      |        | \$ 69,916    |            |          |            |           |              |              | \$ 16,063    | \$ 85,979     |
| BT Access Vehicles                       | n/a   |        |            |       |      |      |      |        | \$ 72,999    |            |          |            |           |              |              | \$ 18,250    | \$ 91,249     |
| BT 25 Foot Buses                         | n/a   |        |            |       |      |      |      |        | \$ 60,000    |            |          |            |           |              |              | \$ 15,000    | \$ 75,000     |
| IU Passenger Amenities                   | n/a   |        |            |       |      |      |      |        | \$ 160,000   |            |          |            |           |              |              | \$ 40,000    | \$ 200,000    |
| IU Garage Safety and Efficiency          | n/a   |        |            |       |      |      |      |        | \$ 80,000    |            |          |            |           |              |              | \$ 20,000    | \$ 100,000    |
| IU Operating Budget                      | n/a   |        |            |       |      |      |      |        |              | \$ 600,000 |          |            |           |              |              | \$ 800,000   | \$ 1,400,000  |
| RT Capital Budget                        | n/a   |        |            |       |      |      |      |        |              | \$ 97,600  |          |            |           |              |              | \$ 24,400    | \$ 122,000    |
| RT 5% Change Order Reserve               | n/a   |        |            |       |      |      |      |        |              |            |          |            |           |              |              | \$ 136,043   | \$ 136,043    |
| <b>TOTAL</b>                             |       | \$ -   | \$ -       | \$ -  | \$ - | \$ - | \$ - | \$ -   | \$ 1,452,293 | \$ -       | \$ -     | \$ 224,973 | \$ 28,122 | \$ 2,219,737 | \$ 1,282,345 | \$ 9,434,072 | \$ 18,002,185 |

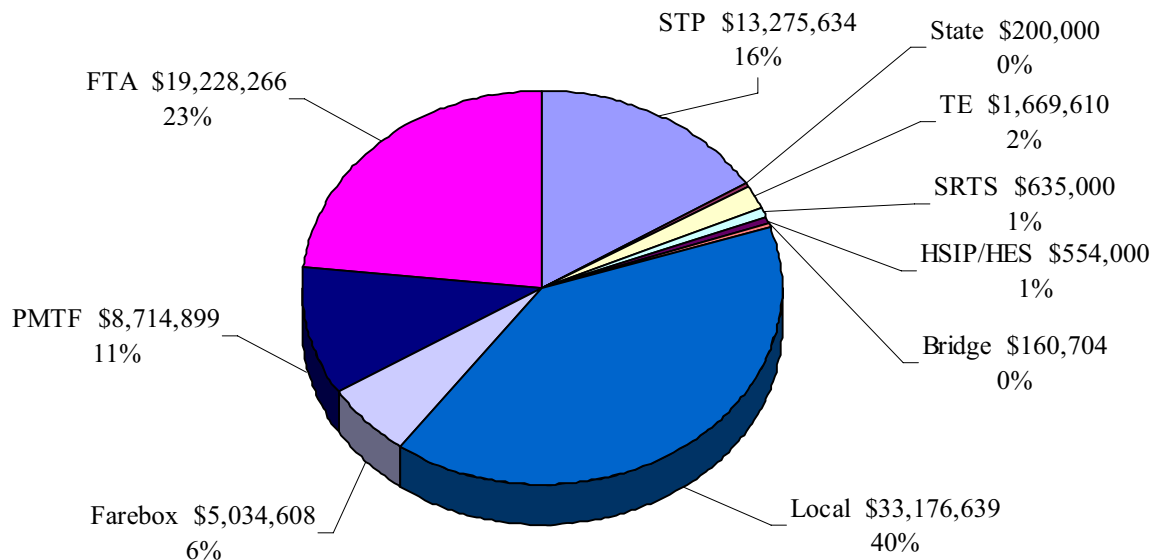
2012 Local Public Agency Project Listing

| 2012 Local Projects                     | Phase | TEA-21 | STP          | State | TE   | SRTS | HSIP | Bridge    | FTA 5307/09  | FTA 5310   | FTA 5311 | FTA 5316   | FTA 5317  | PMTF         | Farebox      | Local        | TOTAL         |
|-----------------------------------------|-------|--------|--------------|-------|------|------|------|-----------|--------------|------------|----------|------------|-----------|--------------|--------------|--------------|---------------|
| BL 17th St/Arlington Rd Roundabout      | CON   |        | \$ 2,500,000 |       |      |      |      |           |              |            |          |            |           |              |              | \$ 625,000   | \$ 3,125,000  |
| MC Bridge Inventory (Phase I & II)      | PE    |        |              |       |      |      |      | \$ 57,024 |              |            |          |            |           |              |              | \$ 14,256    | \$ 71,280     |
| MC Fullerton Pike/Gordon Pike/Rhorer Rd | PE    |        |              |       |      |      |      |           |              |            |          |            |           |              |              | \$ 108,000   | \$ 108,000    |
| MC Fullerton Pike/Gordon Pike/Rhorer Rd | ROW   |        |              |       |      |      |      |           |              |            |          |            |           |              |              | \$ 550,000   | \$ 550,000    |
| MC Mt. Tabor Road Bridge #33            | PE    |        |              |       |      |      |      |           |              |            |          |            |           |              |              | \$ 25,000    | \$ 25,000     |
| MC Mt. Tabor Road Bridge #33            | ROW   |        |              |       |      |      |      |           |              |            |          |            |           |              |              | \$ 25,000    | \$ 25,000     |
| BT Operational Assistance               | n/a   |        |              |       |      |      |      |           | \$ 1,052,872 |            |          | \$ 233,972 | \$ 29,246 | \$ 2,308,527 | \$ 1,333,639 | \$ 1,959,513 | \$ 6,917,770  |
| BT Maintenance                          | n/a   |        |              |       |      |      |      |           | \$ 69,593    |            |          |            |           |              |              | \$ 16,729    | \$ 86,322     |
| BT Passenger Shelters                   | n/a   |        |              |       |      |      |      |           | \$ 23,363    |            |          |            |           |              |              | \$ 5,841     | \$ 29,203     |
| BT Access Vehicles                      | n/a   |        |              |       |      |      |      |           | \$ 75,919    |            |          |            |           |              |              | \$ 18,980    | \$ 94,899     |
| BT 25 Foot Buses                        | n/a   |        |              |       |      |      |      |           | \$ 62,400    |            |          |            |           |              |              | \$ 15,600    | \$ 78,000     |
| IU Passenger Amenities                  | n/a   |        |              |       |      |      |      |           | \$ 160,000   |            |          |            |           |              |              | \$ 40,000    | \$ 200,000    |
| IU Garage Safety and Efficiency         | n/a   |        |              |       |      |      |      |           | \$ 80,000    |            |          |            |           |              |              | \$ 20,000    | \$ 100,000    |
| IU Operating Budget                     | n/a   |        |              |       |      |      |      |           |              | \$ 640,000 |          |            |           |              |              | \$ 1010,000  | \$ 1,650,000  |
| RT Capital Budget                       | n/a   |        |              |       |      |      |      |           |              | \$ 98,200  |          |            |           |              |              | \$ 24,600    | \$ 122,800    |
| RT 5% Change Order Reserve              | n/a   |        |              |       |      |      |      |           |              |            |          |            |           |              |              | \$ 136,043   | \$ 136,043    |
| <b>TOTAL</b>                            |       | \$ -   | \$ -         | \$ -  | \$ - | \$ - | \$ - | \$ 57,024 | \$ 1,524,148 | \$ -       | \$ -     | \$ 233,972 | \$ 29,246 | \$ 2,308,527 | \$ 1,333,639 | \$ 4,458,719 | \$ 13,320,517 |

**FY 2009-2012 Total Expenditures on Local Projects by  
Implementing Agency**



**FY 2009-2012 Total Expenditures for Local Projects by  
Funding Source**



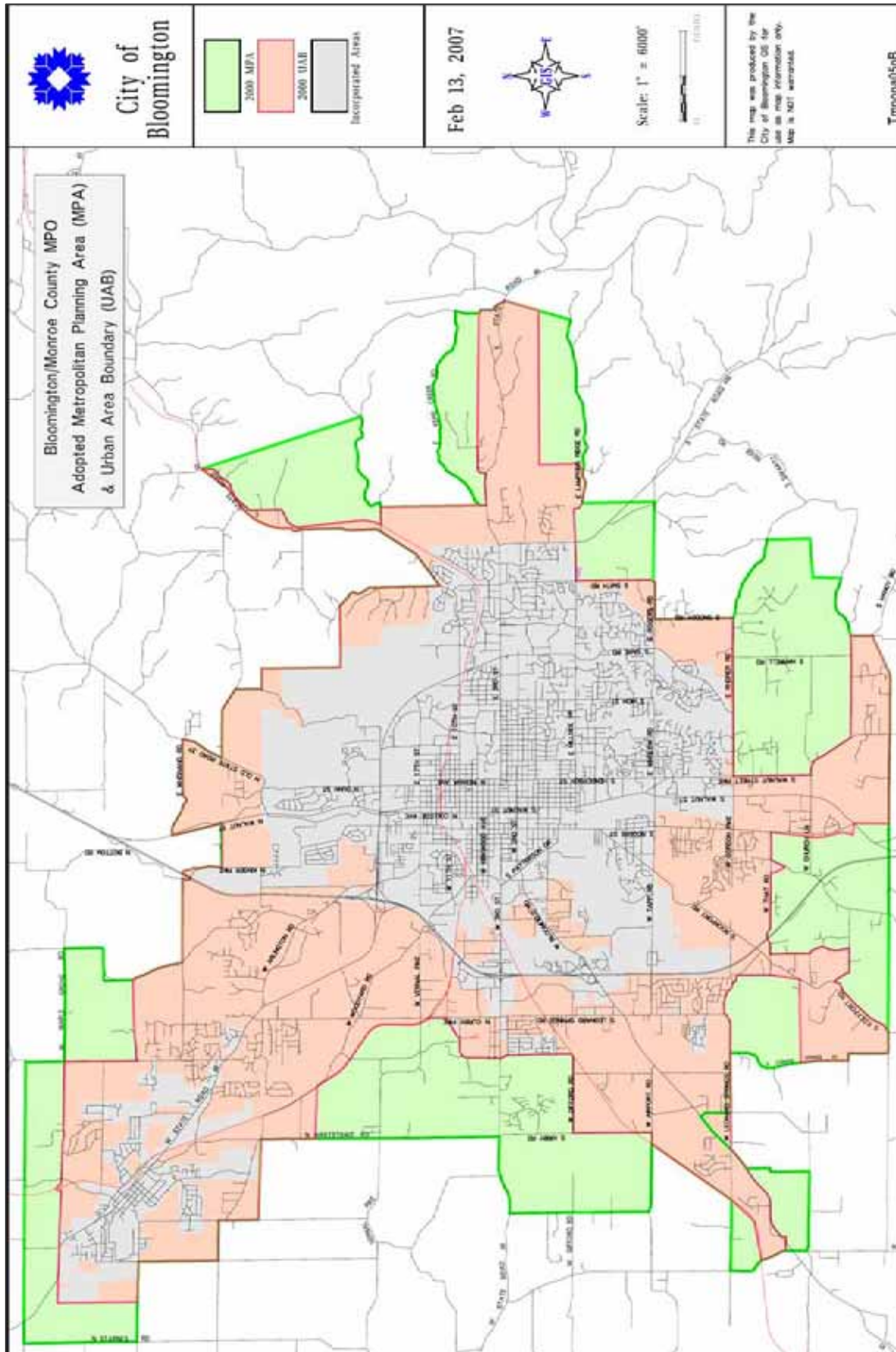
*\*It should be noted that expenditures related to transit include operational expenses.*

*\*\*Expenditure for Monroe County include expenditures for Monroe County Community School Corporation; Expenditures for Ellettsville include expenditures for Richland Bean Blossom Community School Corporation.*



## Abbreviations and Acronyms List

|            |                                                                                     |
|------------|-------------------------------------------------------------------------------------|
| 3C         | Continuing, Comprehensive, and Cooperative Planning Process                         |
| ADA        | Americans with Disabilities Act                                                     |
| BATGSP     | Bloomington Alternative Transportation & Greenways System Plan                      |
| BL         | City of Bloomington                                                                 |
| CAC        | Citizens Advisory Committee                                                         |
| BOND       | Municipal Bond                                                                      |
| BR         | Bridge Replacement and Rehabilitation                                               |
| BT         | Bloomington Transit                                                                 |
| CDBG       | Community Development Block Grant                                                   |
| CMAQ       | Congestion Mitigation and Air Quality                                               |
| CON        | Construction                                                                        |
| EJ         | Environmental Justice                                                               |
| ERCP       | Ellettsville Rural Community Plan                                                   |
| EV         | Town of Ellettsville                                                                |
| FWHA       | Federal Highway Administration                                                      |
| FTA        | Federal Transit Administration                                                      |
| FY         | Fiscal Year (for the TIP: July 1 through June 30)                                   |
| GPP        | Growth Policies Plan                                                                |
| HES        | Hazard Elimination Safety Program                                                   |
| HPMS       | Highway Performance Monitoring System                                               |
| HSIP       | Highway Safety Improvement Program                                                  |
| IM         | Interstate Maintenance                                                              |
| IN         | State of Indiana                                                                    |
| INDOT      | Indiana Department of Transportation                                                |
| INSTIP     | Indiana State Transportation Improvement Program                                    |
| IU         | Indiana University                                                                  |
| LPA        | Local Public Agency                                                                 |
| L RTP      | Long Range Transportation Plan                                                      |
| MC         | Monroe County                                                                       |
| MCATGSP    | Monroe County Alternative Transportation and Greenways System Plan                  |
| MCCSC      | Monroe County Community School Corporation                                          |
| MPA        | Metropolitan Planning Area                                                          |
| MPO        | Metropolitan Planning Organization                                                  |
| MTP        | Master Thoroughfare Plan                                                            |
| NHS        | National Highway System                                                             |
| PC         | Policy Committee                                                                    |
| PE         | Preliminary Engineering                                                             |
| PMP        | Parks Master Plan                                                                   |
| PMTF       | Public Mass Transportation Fund                                                     |
| RABA       | Revenue Aligned Budget Authority                                                    |
| RBBCSC     | Richland-Bean Blossom Community School Corporation                                  |
| ROW        | Right-of-Way                                                                        |
| RT         | Rural Transit                                                                       |
| SAFETEA-LU | Safe, Affordable, Flexible, Efficient Transportation Equity Act: A Legacy for Users |
| SRTS       | Safe Routes to School                                                               |
| STP        | Surface Transportation Program                                                      |
| TAC        | Technical Advisory Committee                                                        |
| TDF        | Travel Demand Forecast                                                              |
| TDM        | Travel Demand Model                                                                 |
| TEA-21     | Transportation Equity Act for the 21 <sup>st</sup> Century                          |
| TE         | Transportation Enhancements                                                         |
| TIF        | Tax Increment Financing District                                                    |
| TIP        | Transportation Improvement Program                                                  |
| TIS        | Traffic Impact Study                                                                |
| TOD        | Transit Oriented Development                                                        |
| UAB        | Urbanized Area Boundary                                                             |
| UMTA       | Urban Mass Transit Administration                                                   |
| UPWP       | Unified Planning Work Program                                                       |



### Metropolitan Planning Area (MPA)/Urbanized Area Boundary (UAB) Map

A Metropolitan Planning Area is the geographic area in which the metropolitan planning process must be carried out. It shall at a minimum cover the statistical geographic area which has a population of 50,000 (as determined by the Census Bureau). The Urbanized Area Boundary represents an adjustment or revision to the Metropolitan Planning Area to smooth out geographic irregularities and establish more logical boundary lines, instead of those established by the Census Bureau

May 16, 2008

Mr. Karl Browning  
Commissioner Indiana  
Department of Transportation  
IGCN Room 755  
100 North Senate Avenue  
Indianapolis, IN 46204

Dear Mr. Browning,

We appreciate the willingness you have shown to work with us on the widening project for East State Road 45 between State Road 45/46 and Pete Ellis Drive. We feel your intervention will result in an improved product for the Bloomington/Monroe County community and the State of Indiana.

The State Road 45/46 Bypass Project (DES #0300585, 9010075, & 9611470) is adjacent to this project and is scheduled to begin construction in Fiscal Year 2009. The Bloomington/Monroe County Metropolitan Planning Organization feels that with design alterations it too can achieve mutually beneficial improvements for the community and State. However they are not fully realized with the current project design.

The SR 45/46 Bypass project is large in scope and will affect the entire northeast quadrant of the city. We believe the information base for this project is seriously outdated and no longer represents the area's transportation and land use.

The project is moving forward to construction within the next year. The MPO respectfully asks INDOT to slow this movement and to review the project, so the feasibility of incorporating design alterations can be thoroughly evaluated. We ask it to consider the following:

- Incorporate enhancements that reflect changes in development and transit use patterns since the original traffic study is outdated. The current project does not consider the increase in commercial and residential development that has taken place along this section of Highway 46, or the demand for mass, pedestrian, and bicycle transit that development has placed on this, one of the most heavily used transit routes in Bloomington.
- Incorporate enhancements that anticipate transportation needs and usage patterns from future private and university development in this northeast quadrant of Bloomington. The current project does not anticipate potential community residential housing and university expansion of service buildings and Technical Park.
- Develop a transportation future for this corridor that uses context-sensitive practice, and promotes and enhances mass transit and alternative transportation.
- Post an appropriately low speed limit and avoid using a highway speed limit that is both inappropriate and dangerous for this urban corridor.



- Provide pedestrian scaled crosswalks that provide safe and comfortable crossing for increased numbers of students. We recommend they should be as short as possible, and/or contain safety 'refuge' islands for additional protection.
- Provide underpass or overpass highway crossing for Indiana University service vehicles travelling to and from the university service center and the main campus.

Sincerely,

Kent McDaniel, Chairman

BMCMPPO Draft Complete Streets Policy  
*Working Outline: April 25, 2008(version 2)*

WHEREAS, it is the intent of the Bloomington Monroe County Metropolitan Planning Organization (BMCMPPO) to be compliant with the (potential Federal legislation) Complete Streets Act of 2008; and

WHEREAS, the BMCMPPO has prioritized development of a truly multi-modal system in the Vision Statement of the currently adopted Long Range Transportation Plan; and

WHEREAS, the BMCMPPO's Transportation Improvement Program (TIP) identifies implementation of capital improvements in the urbanized area; and

WHEREAS, the civic guidance of the Citizens Advisory Committee and the technical expertise of the Technical Advisory Committee can ensure that investment in transportation infrastructure is addressing the needs of all users of a corridor;

NOW, THEREFORE, BE IT RESOLVED THAT THE POLICY COMMITTEE OF THE BLOOMINGTON MONROE COUNTY METROPOLITAN PLANNING ORGANIZATION HEREBY ADOPTS THIS COMPLETE STREETS POLICY HEREIN CONTAINED, ON THIS DATE XX, XX, 2008.

**Introduction**

The Complete Streets concept is an international initiative to design and build roads that adequately accommodate all users of a corridor, including motor vehicles, pedestrians, bicyclists, users of mass transit, people with disabilities, and adjacent land users. These concepts can be adapted to fit local community needs and used as a policy to direct future transportation planning. A policy using Complete Streets concepts will incorporate community values and qualities including environment, scenic, aesthetic, historic and natural resources, as well as safety and mobility. With few exceptions, it demands careful multi-modal evaluation for all transportation corridors together with the integration of best management strategies in land use and transportation planning that supports compact sustainable development.

In a policy statement titled Accommodating Bicycle and Pedestrian Travel: A Recommended Approach, The US Department of Transportation says it "hopes that public agencies, professional associations, advocacy groups, and others adopt this approach as a way of committing themselves to integrating bicycling and walking into the transportation mainstream".

This Policy is written to empower and direct citizens together with planners, consultants, engineers, and architects to utilize an interdisciplinary approach and incorporate complete streets concepts into the design and construction of all transportation projects within the Bloomington and Monroe County MPO.

**Section I: Purpose**

The Bloomington/Monroe County Metropolitan Organization (BMCMPPO) will require the planning for, design and construction of all transportation improvement projects under the principle of inclusion. This principle dictates that appropriate accommodation for pedestrians, bicyclists, transit riders, persons of all abilities and ages, motorists, and freight providers will be considered so that all modes of transportation can function safely and independently in current and future conditions as anticipated by the Long Range Transportation Plan (LRTP) or any other relevant long range planning documents. The principle of inclusion also recognizes that non-vehicular modes of transportation have been historically underserved in the provision of safe, efficient, and convenient infrastructure and dictates that such practices be reversed so that all modes receive equal consideration in development of transportation infrastructure.

The principle of inclusion establishes the necessary framework to implement a complete streets policy into the transportation planning process. This policy will ensure that the entire right-of-way is designed and operated to enable safe access for all users and that all transportation agencies participating in the BMCMPPO adhere to implementing the principles of inclusion in all transportation projects appropriate to the local context and needs.

The Complete Streets Policy aims to:

- Ensure that the safety and convenience of all users of the transportation system shall be accommodated (Fed Draft Legislation)
- Apply such policy to the projects contained in the Transportation Improvement Program (Fed Draft Legislation)
- Incorporate the principals in this policy into all aspects of the transportation project development process, including project identification, scoping procedures and design approvals, as well as design manuals and performance measures (Fed Draft Legislation)
- Construct transportation corridors that serve all users including pedestrians, bicyclists, transit users, and travelers of all ages and abilities;
- Create a comprehensive, integrated, and connected transportation network
- Ensure the use of the latest and best design standards;
- Recognize the need for flexibility to accommodate different types of streets (including but not limited to rural, urban, suburban, arterials, collectors, neighborhood connecting, cueing or skinny, naked) and users;
- Direct the complete street design solutions to fit in with the context of the community.

## Section II: Policy

All capital roadway improvement projects and future projects which are programmed to use federal funding as identified in the Transportation Improvement Program (TIP) shall apply a Complete Streets Framework, as detailed in Section I above, for aspects related to



the planning, design, and construction of these improvement projects. Furthermore, the policy requires (Fed Draft Legislation):

- All users of the transportation system will include pedestrians (including individuals of all ages, and individuals with disabilities (including mobility, sensory, neurological or hidden disabilities)), bicyclists, transit vehicles and users, and motorists.
- Applies to both new construction and reconstruction (including resurfacing, restoring, and rehabilitation (3R) projects) improvement projects. Simple improvements, such as re-striping for bicycle and pedestrian accommodation, may be encouraged in pavement resurfacing projects when they fall within the overall scope of the original roadwork.
- Accommodations shall be made for all users in all construction and improvement projects unless the BMCMPPO Policy Committee approves any specified exceptions from implementing the policy statement, including documentation with supporting data that indicates the basis for the exemption (see exemption section below).
- The use of current design standards, including those standards applying to access for individuals with disabilities.
- Complete street solutions be developed to fit in with the context of the community and that those solutions be flexible.
- A description of the performance standards with measurable outcomes that will be developed.
- The BMCMPPO certify each road project included in the Transportation Improvement Plan (TIP) has been reviewed for its compliance with any applicable Complete Streets Policy statement and that each project within the TIP enhances the safety, convenience, and accessibility of the transportation system for all users to the extent that is reasonably possible and that the project applicant (implementer) addressed concerns in the material prepared for public input with respect to the TIP.

The complete streets process is as follows:

Project Planning: develop a planning process for all/new and/or other transportation related projects to identify current and future needs.

- One example developed a multi-modal corridor map to identify high priority corridors to implement complete streets
- Other examples include all streets

Project Design: develop a design review process to ensure the project is compliant with this complete street policy (most guidance suggests not to develop specific design standards – but may want to consider important design elements to consider such as street trees, public areas, grass plots, buffers, etc.). This process would include review by various transportation providers and BMCMPPO partners which is to occur at the beginning and throughout the project design process (develop a list)

Project Implementation/Approval: Applicable projects listed in the TIP (may need a grandfather clause for projects that have completed design) must be complete street compliant as specified by this policy. Adoption of the TIP is a required action of the Policy Committee. The Policy Committee shall certify by resolution that relevant projects identified in the TIP are complete street compliant unless a project receives an exemption under unusual and extraordinary circumstances. All project phases and associated components of projects shall be compliant.

Complete Street Exemption: The complete streets policy requires that the BMCMPPO Policy Committee certify through resolution that justification exists if all modes of transportation are NOT accommodated for a specified project as identified in the TIP. Therefore, the Policy Committee may allow an exemption under unusual and extraordinary circumstances using the following guidelines:

- Ordinary maintenance activities designed to keep assets in serviceable condition (e.g. mowing, cleaning, sweeping, spot repair, and regular/seasonal maintenance)
- The project involved a roadway on which bicyclists and pedestrians are prohibited by law from using. In such case, a greater effort shall be made to accommodate bicyclists and pedestrians elsewhere.
- There are extreme topographic or natural resource constraints
- The LRTP (25 year projection) Average Daily Traffic is projected to be less than 1000 (more/less) vehicles per day
- When other available means or factors indicate an absence of need presently and in the 25 year horizon
- The project is not identified as a priority multimodal corridor (would need to develop a map for this option)
- A reasonable and equivalent alternative is programmed in the TIP as a separate project.

### **Section III: Implementation**

Staff Training – develop a technical training program for local transportation providers, BMCMPPO staff, and BMCMPPO partners

Benchmarks and Performance Measures – develop key benchmarks to attain in the short, medium, and long-term. Develop annual/other performance measures (e.g. training sessions, design guidelines, other). Look to base performance measures on LRTP vision statement.

Data Collection – develop tools to measure and track how well streets are serving all uses (e.g. pedestrian LOS, crash report, and other tools)

### **Some Thoughts Regarding Complete Streets**

for consideration by members of the Citizens Advisory Committee of the  
Bloomington/Monroe County MPO, by Steve Forrest, April 18, 2008  
revised and expanded May 20, 2008

#### **What Is a Street?**

My dictionary gives the following:

1. a public thoroughfare (a 'way through'), usually paved, in a village, town, or city, including the sidewalk
2. such a thoroughfare, together with adjacent buildings, lots, etc.

I prefer the second definition because it encompasses more of the function of a street.

Streets have existed since the dawn of civilization. When humans began to live in settlements of more than a few thousand households, it became convenient, even necessary, to leave spaces between buildings. A street, narrowly defined, is an element of physical infrastructure. More broadly, a street is a social institution for the purposes of traffic, exchange of goods, and social exchange and communication.

In modern times streets continue to serve these functions. As governments came to take full responsibility for public urban infrastructure, planning and constructing networks of streets came to be seen as a rational and orderly means of organizing space. It is only in recent decades (post-WWII) that automobiles have been giving overwhelming priority in the use of streets.

Today's streets are spread throughout cities and are adjacent to (almost?) every piece of private property. Thus, they form the initial point of contact between the public and private realms. Homes and businesses are accessible primarily by the streets that connect them. The transportation function is obvious: motorists, truckers, transit riders, bicyclists, and pedestrians use streets to get from one place to another. The dominance of the automobile has had the effect of displacing the other social functions, as well as displacing non-motorized traffic.

Despite these displacements, observation reveals that other uses are still common. The street on which I live has no sidewalk, so the street itself serves all modes of transport. Children of all ages, and some adults, play in streets that are not made too dangerous by heavy or fast car traffic. Recreational bicycling and walking brings pleasantly surprising encounters with friends and neighbors. On special occasions there are social events like block or neighborhood parties; athletic events (bicycle races and mini-marathons); commercial and artistic events (music festivals, arts fairs); and holiday celebrations (parades and other performances). Streets are also used for political expression – marches, protests, and demonstrations.

In commercial downtown areas, attractive and well-designed streets with ample pedestrian facilities draw in customers, and encourage unplanned visits to shops and restaurants that might be overlooked by persons driving by in cars. Here also, chance encounters with friends and neighbors enhance the city's quality of life. Outdoor seating at restaurants, outdoor merchant displays, street vendors, and entertainers help to create a vibrant scene.

In order to be truly "complete", streets must be able to serve all these diverse

functions. In pre-industrial cities, complete streets were natural and taken for granted. The reason for needing a policy in favor of complete streets is that other uses have been pushed aside for the convenience of motor vehicles.

### **What Is Transportation Equity?**

The MPO has been working within the context of various federal TEA (Transportation Equity Act) legislation. In my oral comments on the draft complete streets document, I suggested that priority should be given to transit and non-motorized traffic. It was pointed out that this would violate the wording of the draft that “appropriate accommodation... will be considered so that all modes of transportation can function...” The idea is that the different modes should be given equal consideration. However, if equity is the goal, then it is necessary to first redress the existing extensive inequity which favors the car. I am also concerned about the wording “will be considered” which allows for the possibility of considering, then rejecting, accommodations that would enhance non-car facilities if they are perceived to inconvenience motorists in any way. The current paradigm is thoroughly entrenched and is likely to obstruct any changes that might diminish automobile dependence.

The present inequitable distribution has taken resources away from non-automobile users in order to benefit drivers. My point is that it is not sufficient to give more resources to “alternative” transportation for future projects and improvements. It is also necessary to take some resources away from cars. Even if all future projects accommodate others, the remaining present infrastructure will still favor cars and equity will not be achieved. (Unless our policy is to retrofit all existing streets to be complete.) Giving *equal* consideration to elements in an inequitable system would tend to maintain the status quo and undermine the purpose of a complete streets policy. (Again, unless we modify all existing streets for completeness.)

I also pointed out a built-in bias on page 2 of the draft under the heading of Complete Street Exemption. A roadway is exempt where “bicyclists and pedestrians are prohibited by law.” But there is no corresponding exemption for streets on which cars and trucks are prohibited. This is not equity! Of course, we could simply add an exemption for bike/ped only roads, but that doesn’t solve the whole problem.

So, how should we define equity? One way would be to distribute funding so that each mode receives the same amount. I expect this to be rejected outright, not just because of the threat to auto dominance, but because the infrastructure for various modes vary in cost. Another possibility is that each mode should have the same level of service. The problem here is that levels of service are not really comparable between different modes. (Or so it seems to me, with my admittedly superficial knowledge of levels of service.) The best solution I can think of is the concept of “naked streets”. These are streets which are open to all modes, but there are no traffic signs or signals to tell persons exactly when and how to move. Therefore, *everyone* on the road has the same responsibility to be fully aware of their surroundings, and to move in a manner which does not endanger anyone else. That sounds like true equity to me. But this too is problematic – it could work on smaller mixed use streets, but not on arterials. But we are also suggesting in the policy draft that each street is unique, so naked streets could co-exist with arterials within the city.

At first glance, we may think that we know what is meant by equity. I have tried to demonstrate that various interpretations are possible, and that it is necessary



for us to think carefully about the consequences of choosing a working definition. The next section examines a much broader meaning of equity.

### **Policy Is Inseparable from Values**

Policy-making is not merely a technical, objective, value-neutral activity. The name itself of the Transportation Equity Act serves to promote equity as a social value. In the previous section I explored ways of interpreting equity in terms of funding, level of service, and responsibility. Here I propose another way of viewing equity, in terms of the consequences of supporting each mode of transportation.

In terms of consequences, it is impossible to pretend that each mode is equally good (or value-neutral), and that each is therefore equally deserving of support. The consequences of accommodating cars and trucks are diverse and enormous. Their need for fuel necessitates a global military deployment to secure access to petroleum. The ethanol "solution" has contributed to the recent doubling of staple food prices; and it's not even an efficient technical solution. Carbon-burning vehicles are one of the biggest contributors to global climate change. Emissions include ozone, nitrogen oxides, and a variety of hydrocarbons that are toxic. The great weight of these vehicles damages the roads to the extent that there is a constant need for repairs. About 40,000 Americans die each year in crashes. And we spend so much time sitting in cars that we don't have time for health-enhancing exercise. (Unless we drive to the gym for a work-out.) One third of the U.S. population is unable to drive.

Now consider the consequences of supporting transit, bicycle, and pedestrian modes. The contrast is so obvious that I need not itemize the differences.

Each mode of transportation has benefits, and each has harmful consequences. We could choose to define equity to mean that the damage caused by the modes are equalized. From this point of view, it is absolutely necessary to drastically reduce automobile use and to promote the use of other modes.

Policy embodies values. I believe that peace, justice, affordable food, greenhouse gas reduction, clean air and water, safe passage, low-maintenance infrastructure, and physical health are positive values. If you agree, then please look at equity in terms of the effects of our decisions, and let us craft our policy to promote our values.

The world is changing, and we have the opportunity to influence the direction of change for the better. We, the people, have it within our power to re-make the world in which we live. If we fail -- if we throw the occasional bone to "alternative" transportation but continue to encourage automobile use, then the world will change anyway. But we, and others, will suffer from it, and we will have only ourselves to blame.

### **Our Long Range Vision**

As the principal and most comprehensive policy document of the MPO, the 2030 Long Range Transportation Plan should be our guide in evaluating specific policy proposals and implementations. Page 5 of that document contains the Transportation Vision Statement (see below). Of the twelve

bullet points, the three that mention automobiles call for a reduction, in various ways, of automobile use. Most of the other points, especially those referring to alternative transportation, imply reduced support for automotive travel. I believe that my comments about complete streets are congruent with the long range vision. In order to be effective, our policies must be coherent. If they are not, then our efforts will be self-defeating, and we will fail in our mission.

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### **Transportation Vision Statement**

Consistent with the planning requirements of the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) and the input of community leaders and citizens on transportation policies and problems, future transportation goals and objectives were prepared to reflect a vision for the City of Bloomington, Monroe County, and the Town of Ellettsville. The Vision Statement highlights the need to:

- Develop a truly multi-modal system;
- Create a fully developed network of alternative transportation facilities;
- Reduce the number and length of auto trips;
- Achieve a better relationship between land uses to reduce auto dependency;
- Achieve the widest possible range of alternatives to the automobile;
- Make transportation investments that are consistent with comprehensive plans;
- Make transportation investments that protect the environment, promote energy conservation, and improve quality of life;
- Increase safety for all users of the transportation system;
- Support economic vitality through strategic transportation investments;
- Improve the movement of goods through the transportation system;
- Promote fiscally sound transportation investments and maximize financial resources; and
- Preserve existing transportation investments through operational improvements.

## MEMORANDUM



**To:** Citizens Advisory Committee Members

**From:** Raymond Hess, AICP  
Senior Transportation Planner

**Date:** May 21, 2008

**Re:** Transportation Improvement Program FY 2008-2011 Amendment

### Bloomington Transit Sponsored Amendment

#### *Downtown Transfer Facility*

Bloomington Transit (BT) has been instructed by the Federal Transit Administration (FTA) to update the cost of its Downtown Transfer Facility as it is identified in the current Transportation Improvement Program (TIP) FY 2008-2011. The projected cost for the project has not gone up, but the cost is inaccurately reflected in the TIP because the funding has not been carried forward year to year.

BT has been the recipient of federal earmarks in 2006, 2007, and 2008 to construct its downtown transfer facility. The figure currently shown in the TIP only reflects the funding for 2008 and does not include funding from 2006 and 2007. Since BT is preparing to move forward with this project in the near future, the TIP needs to be amended to accurately reflect the project total. Since the source of funding for this project is a grant, it does not affect the fiscal constraint of the TIP. It should also be noted that the project total for this project in the next TIP (FY 2009-2012) will also have to be similarly update.

The proposed amendment would replace the project table as identified on p. 42 of the existing TIP with the following information:

| Bloomington Transit Projects                                                                                                                        |              | Fiscal Year  |                                                                                             |      |      |
|-----------------------------------------------------------------------------------------------------------------------------------------------------|--------------|--------------|---------------------------------------------------------------------------------------------|------|------|
|                                                                                                                                                     |              | 2008         | 2009                                                                                        | 2010 | 2011 |
| <b>Project:</b> Downtown Transfer Facility                                                                                                          | FTA 5309     | \$ 2,926,198 | \$ 2,400,000                                                                                |      |      |
| <b>Description:</b> Environmental assessment, land acquisition, architectural design & engineering, and construction of Downtown Transfer Facility. | Local        | \$ 731,550   | \$ 600,000                                                                                  |      |      |
| <b>DES#:</b> n/a                                                                                                                                    |              |              | <b>Note:</b> The figure in bold represents a total of three earmarks from 2006, 2007, 2008. |      |      |
| <b>Support:</b> LRTP, GPP, TDP                                                                                                                      | <b>TOTAL</b> | \$ 3,657,748 | \$ 3,000,000                                                                                | \$ - | \$ - |

### Recommendation Requested

The Technical Advisory Committee is requested to make a recommendation to the Policy Committee on BT's amendment to the TIP to update the project cost for the Downtown Transfer Facility.